



**Polk County
Traffic Incident Management Team**

*April 14, 2011
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rick Grube	City of Lakeland	Charles Stratton	Metric Engineering, Inc.
Jim Cohen	Eagle - SWS	Scott Agans	Metric Engineering, Inc.
Romona Burke	FDOT	Crystal Delo	Navtaq
Bill Fuller	FDOT	Michael Blaze	Polk County
Cathie McKenzie	FDOT / Gannet Flemming	Eddie Gross	Polk County
Kevin Salsbery	FDOT	Robert Pitman	Polk County Fire Dept.
Michelle Venero	Florida Highway Patrol	Dean Empie	Transfield Services
David Tilki	Florida's Turnpike	Steven Webb	Webb's Towing
Gary Millsaps	Delcan		

Call to Order: The Polk County TIM Team meeting was held on Thursday, April 14, 2011 at 10:00 AM at the University of South Florida Polytechnic, 3433 Winter Lake Road, Lakeland, Florida. Charles Stratton, Bill Fuller, and Gary Millsaps facilitated the meeting.

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

Agency News:

Road Rangers

Mr. Bill Fuller briefly reviewed the District 1 Road Ranger response statistics. Bill Fuller stated good opinion from the motoring public. Bill informed the attendees of a good deed that was performed by the Road Ranger Staff. He mentioned that they found a wallet and a picture of a fallen military personnel. Inside the wallet were personal checks and contacted the family.

Towing and Wrecker News

No updated information was provided by the TIM Team

Other Agency News

No updated information was provided by the TIM Team

Update on TIM Initiatives:

National

Mr. Gary Millsaps spoke about "Simple Traffic Incident Management Safety". During Mr. Millsaps presentation he spoke about the amount of fatal crashes which occurred within a specific amount of time. Some of the statistics that were highlighted included the average

number of responders which were struck and killed each year while working in or near moving traffic. The statistics that were provided are below:

- Fire/Rescue and EMS: 6 to 8/year
- Law Enforcement: 10 to 12/year
- Tow/Recovery: 50/year
- Highway: 100/year + 20,000 injured

Another startlingly statistic stated was that more South Florida Police Officers have been killed in car crashes than compared to gunfire fatality over the past 14 years.

Since 1997, at least 20 South Florida Officers were killed in vehicle wrecks and nine were shot which resulted in fatality. The following list is the top ranked incidents that have caused fatality in South Florida Officers:

- Responding to incidents
- Struck by motorist
- Struck by other responders

Mr. Millsaps also spoke about the types of people who are causing these types of vehicle incidents. They are known as the “D” Drivers which is listed below:

- ✓ Drunk,
- ✓ Drugged,
- ✓ Drowsy,
- ✓ Distracted, or
- ✓ Just plain... Dumb

Another point that was spoken about was the use of emergency lighting. Though essential for safety, use of too many lights at an incident scene can be more distracting which can create confusion for approaching road users. Once good traffic control is established the Manual on Uniform Control Devices (MUTCD), Chapter 6-1, recommends reducing the amount of emergency lighting.

As part of the National Unified Good (NUG) Responder Safety, Mr. Millsaps discussed with the TIM Team about Personnel Visibility. As part of the Federal Rules and Regulations 23 CFR, Part 634.3 states “All workers within the right-of-way of a Federal-aid highway who are exposed to either traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area **shall** wear high-visibility safety apparel.” To reflect on what defines a worker the Federal Rules and Regulations defines a worker as, people on foot whose duties place them within the right-of-way of a Federal-aid highway, such as highway construction and **maintenance forces**, survey crews, utility crews, **responders** to incidents within the highway right-of-way, and **law enforcement personnel** when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-aid highway.

This is not to be confused with the Manual on Uniform Control Devices (MUTCD). This requires all personnel in the public right of way and this applies to all roads, not just Federal-aided roadways. One option for law enforcement and first responders are to wear an ANSI “public safety vest”.

Part 634: Revised Final Rule is for Firefighters who are engaged in emergency operations that directly expose themselves to flame, fire, heat, and/or hazardous materials may wear retro-reflective turnout gear. All other Firefighters engaged in any other types of operations shall wear high-visibility safety apparel.

Finally Mr. Millsaps spoke about when to end the service life of a safety vest. According to the FHWA and ATSSA, high-visibility safety **apparel should be replaced** when it becomes Faded, Torn, Dirty, Soiled, Worn, Defaced, or Not visible at 1,000 feet day or night.

Collier / Lee / Charlotte Crash Statistics

Mr. Bill Fuller discussed the types of incident crashes in Polk County.

Hybrid Automobile Safety

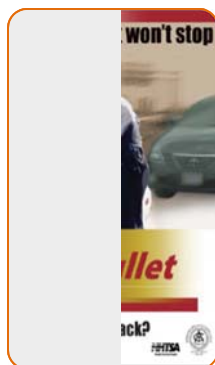
The Hybrid Automobile Safety Presentation which was led by Mr. Bill Fuller discussed the importance of Hybrid Emergency Response Information. Some of the major points which were discussed are:

- Hybrid Identification
 - Hybrid Badging
 - Ready indicator
 - Orange cable designate as “High Voltage Cables”.
- High Voltage Safety
 - Insulated Ground
 - Manual and Automatic disconnects
- Extrication
 - Immobilize
 - Disable
 - Stabilize
- Fire
 - Water
- Spills
 - NiMH alkaline electrolyte
- For more information please visit the following websites
 - <http://techinfo.toyota.com> or <http://techinfo.lexus.com>

Highway Safety Video

Mr. Gary Millsaps presented the video “Your Vest Won’t Stop this Bullet”. The points discussed during the video were as follows: Traffic stops are vital to effective law enforcement and homeland security. These stops contribute to several organized efforts to reduce the daily average of 117 persons dying on U.S. roadways; 40 percent succumb in alcohol-related fatalities. Highways and streets are far safer when police officers consistently issue citations for traffic violations and when officers focus enforcement efforts on speeders and red-light violations, arrest those driving under the influence of alcohol and other drugs, interrupt street races, and detect fatigued drivers and those whose ability to drive safely has been affected by aging or illness.

Your Vest Won’t Stop This Bullet, a 14-minute video produced by the International Association of Chiefs of Police, shows the deadly threat that police officers, emergency workers and highway construction crews face on a daily basis: Unpredictable drivers.



The video is dedicated to the more than 700 law enforcement officers who have died during traffic incidents in the past ten years, including four Missouri State Highway Patrol Troopers who have been killed since 2001.

2010 Traffic Incident Management (TIM) Program Self Assessment

The top-three goals previously identified during the 2010 Self Assessment was:

1. Develop multi-agency agreements/memoranda of understanding detailing resource sharing (facilities, services, personnel and budget)

Team Members will provide Bill Fuller with current operating procedures and any multi-agency agreements or memoranda of understanding for the Team to review and analyze.

2. Establish targets for roadway incident clearance times and routinely review whether progress is being made towards achieving the targets.

TIM team members were asked to understand the difference between roadway clearance and incident clearance. The Team was asked to quickly move any accidents to the shoulder to reopen the roadway and clear debris at a later time if possible.

3. Utilize transportation resources to conduct traffic control procedures for various levels of incidents in compliance with the MUTCD.

Possible use of the TIM Team Resource Book which includes typical traffic control scenarios.

Revisions Requested to the TIM Team Resource Guide

Mr. Bill Fuller stated that all of the attendees should expect the TIM Team Resource Guide from Delcan Corporation within the next few months.

Review of Recent Major Incidents

No major incidents were discussed.

FDOT Construction Update

Active Construction:

- I-75 from North of River Road to North of SR 681

Completed Construction:

- No active construction projects were discussed.

Anticipated Future Construction:

- No active construction projects were discussed.

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.

Table Top Exercise

In an effort to provide a better understanding of each responder's role and responsibilities and to demonstrate proper vehicle placement/positioning the TIM Team performed four table top exercises. Each exercise represented different types of roadway segments with its own specific crash. Using model cars, a crash was simulated to which the participants had to respond. In the scenarios, participants were not allowed to play their normal role (Law Enforcement could not be Law Enforcement). Emphasis was placed on the need for good communication between responders, the need for proper emergency vehicle parking/positioning and traffic control.

Open Forum

No open forum items were presented.

Action Items for Future Meetings

1. TIM Team Members will provide any multi-agency agreements/memoranda of understanding to FDOT. (*Ball in court: TIM Team Members*)

Future Meetings

The next Polk County TIM Team meeting will be April 14, 2011 at 10:00am at the University of South Florida Polytechnic, 3433 Winter Lake Road, Lakeland, Florida.

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 maybe interested in joining our team! [The TIM Team Website](#)

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.