Polk County
Traffic Incident Management Team

April 12, 2012
Meeting Minutes

Attendees:

Name	Agency	Name	Agency
Mike Propst	Common Ground Enviro	Darren Dewitt	ICA
Rick Grube	City of Lakeland	Charles Stratton	Metric Engineering
Domenic Letobarone	FDEP	Brandy Boccuti	Metric Engineering
Patricia Kirby	FDOT	Michael Blaze	Polk County
Bill Fuller	FDOT	Harry Whitney	Road Rangers
Kevin Salsbery	FDOT	Todd Stepp	Stepp's Towing
Michelle Venero	Florida Highway Patrol	Mike McArthur	Stepp's Towing
Jim Hilbert	FTE	Brian Coconato	SWS Environmental
Gary Millsaps	Delcan		

Call to Order: The Polk County TIM Team meeting was held on Thursday, April 12, 2012 at 10:00 AM at the City of Lakeland Construction and Maintenance Building, 407 Fairway Avenue, Lakeland, Florida 33801. 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 informed the team of the Road Ranger "Review and Update of Road Ranger Cost Benefit Analysis" report which was released January 2012. The report is the result of a research project, BDK 84 997-15, funded by the Florida Department of Transportation and conducted by the University of South Florida's, Center for Transportation Research (CUTR). The report is an update of the Road Ranger Cost Benefit Analysis project, which was completed in 2005. The study provides district and state level evaluation of the Road Ranger program and recommendations for future evaluations of the program. The major benefits of the Road Ranger program include delay savings, reduced fuel consumption and emissions, improved traffic flow, and reduced secondary incidents. The Freeway Service Patrol Evaluation (FSPE) model was used for the analysis phase to quantify the amount of savings due to reductions in delay, fuel, emissions, administrative, and contract costs of the Road Ranger program. A total of 200 scenarios were completed using the FSPE model. Road Ranger service coverage data was compiled for Districts 1, 2, 4, 5, 6, 7, and Florida's Turnpike Enterprise (FTE). Road Rangers cover a total of 1,321 centerline miles of interstates and toll roads in Florida. The calculated benefits (delay and fuel saving) of the Road Ranger program were about $134 million in total, and the costs (contract) were about $20 million. Overall, the program achieved a benefit-to-cost ratio of 6.68 in 2010. The benefits of the Road Ranger program are actually much greater than calculated by the FSPE model, as only lane blockage incidents are included in the analysis. To

read the full report please click on the following link: Review and Update of Road Ranger Cost Benefit Analysis Report

Mr. Fuller informed the team of the Road Ranger guidelines for prioritizing multiple requests. The following is a guideline based on sound Traffic Incident Management principles, to prioritize multiple concurrent requests for Road Ranger Service Patrol response:

- Injury crash **blocking** the travel portion of the highway
- Non-Injury crash **blocking** the travel portion of the highway
- Disabled vehicle **blocking** the travel portion of the highway
- Abandoned vehicle **blocking** the travel portion of the highway
- Emergency traffic control operations
- Debris blocking one or more travel lanes (follow safety guidelines)
- Crashes not blocking any travel lanes
- Disabled vehicle not blocking a travel lane
- Abandoned vehicle not blocking a travel lane but in a questionable location

Mr. Fuller also updated the team on the 511 web statistics for the month of March 2012. There were a total of 148 visits, 223 page views, and a total of 71% new visits.

Mr. Fuller spoke about the "Driver Drowsiness Detection" system on the new Volkswagen. The influence of fatigue and 'microsleep' on accidents has been demonstrated in a number of studies, including the American Automobile Association's (AAA) analysis of data collected by the National Highway Traffic Safety Administration (NHTSA), which showed that overtired drivers were at the wheel in 17% of all fatal accidents in the USA. The initial signs of fatigue can be detected by the DDD system, which monitors steering movements and advises drivers to take a break. The system gathers the required information either by the car's electric power-steering system, or by the steering angle sensor, which is part of the car's ESP (Electronic Stability Program) anti-skid system.

Mr. Fuller informed the team about the upcoming National Conference on Highway Safety Priorities, Lifesavers 2012 conference which will take place June 14-16, 2012 in Orlando, Florida. To read more about the event please visit the following site: Lifesavers 2012 Conference

Towing and Wrecker News

Mr. Fuller informed the team of the upcoming Florida Tow Show which will take place April 19-22, 2012 at the International Expo in Orlando, Florida. To learn more please visit the following site: http://floridatowshow.com/

Other Agency News

The Department of Environmental Protection will have some upcoming changes to the Department per a Bill that was passed and will take effect July 1, 2012. A Bill was passed which will transfer the Park Police, Environmental Investigators etc. under the Florida Wildlife Commission (FWC).

Jim Hilbert with Florida Turnpike provided the following statistics for their Incident Management Program for the month of March 2012:

- The Road Ranger program received over 10,000 calls.
- The Transportation Management Center (TMC) handled over 10,000 SunGuide events.
- 7 RISC, heavy towing, incidents occurred which there was a 100% on time arrival rate and a 100% clearance.
- The STAR, light duty towing, had an 84% on time arrival rate and the average arrival rate was 22 minutes.

Rick Grube from the City of Lakeland informed the team that they now has access to District Seven's Closed-Circuit Television (CCTV) and District Seven has access to Lakeland's 58 CCTVs. The City of Lakeland also has access to the I-4 cameras from Plant City to US27. Lastly, all of the feed is sent to Polk County Sherriff's office which they monitor 24/7.

Update on TIM Initiatives:

National/State/Regional

Mr. Gary Millsaps presented on Distracted Driving. Mr. Millsaps explained that Distracted Driving is the act of operating a vehicle without full attention focused on the physical, mental and psychological demands of driving. Driver Distractions fall into three categories: Visual, Manual, and Cognitive.

The National Highway Traffic Safety Administration (NHTSA) released the following National statistics on distracted driving:

- 2009 – 5,474 were killed, 450,000 injured due to distracted driving
- 2010 – more than 3000 killed
- Largest demographic, drivers under 20
- 16% of all fatal crashes in this group were related to distracted driving
- 20% of all injury crashes involved distracted driving
- 35 states and DC, have some sort of law banding cell phone use
- 40% of all American teens say they have been in a car when the driver used a cell phone in a way that put people in danger.
- Drivers who use hand-held devices are 4 times more likely to get into crashes serious enough to injure themselves
- Text messaging creates a crash risk 23 times worse than driving while not distracted.
- Using a cell phone (hand held or hands free) delays a driver's reactions as much as having a blood alcohol concentration at the legal limit of .08 percent.
- Sending or receiving a text takes a driver's eyes from the road for an average of 4.6 seconds, the equivalent-at 55MPH – of driving further than the length of a football field (371ft.)
- Driving while using a cell phone reduces the amount of brain activity associated with driving by 37%.

Mr. Millsaps also provided a study by the AAA Foundation for Traffic Safety entitled, "The Role of Driver Distraction in Traffic Crashes." The Phase I report for the project contained the results of an analysis of five years of National Automotive Sampling System Crashworthiness Data System (CDS) data, along with crash narrative data from both the CDS and North Carolina crash reports (Stutts, Reinfurt, Staplin, and Rodgman, 2001). The goal of this initial phase of the project was to identify the major sources of distraction contributing to crashes and to develop a taxonomy of driver distractions that could be used to guide the Phase II efforts. The second phase of the project called for developing and validating a driving log methodology to determine the occurrence in the U.S. driving population of the various driver distractions identified in Phase I, and to examine the potential consequences of these distractions on driving performance. Recording equipment was installed in the vehicles of 70 volunteer subjects, equally distributed among males and females in five age groups: 18-29, 30-39, 40-49, 50-59 and 60+. The following results were found from the study:

The main causes for the distraction was as follows with the highest rate to the lowest:

- Cell phone and texting
- Adjusting controls, eating or drinking, horseplay, loud conversations

The following demographics had the highest distracted driving:

- Age 16 (63%), Age 17 (17%), Age 18 (19%)
- 69% female
- 56% passenger cars, 17% SUV, 15% minivan, 12% pickup

Mr. Bill Fuller presented on ITS safety and cost. Mr. Fuller informed the team that recently there was an incident were workers working by a CCTV pole was attacked by a swarm of aggressive bees. He warned the team to be careful around the devices as these aggressive bees are making hives in the ITS devices.

Mr. Fuller also spoke about the cost of ITS devices. Mr. Fuller provided the following definitions:
Intelligent Transportation System (ITS) - means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

ITS project – is any project that in whole or in part funds the acquisition of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the National ITS Architecture

If you need more information on ITS and equipment replacement cost please contact Mr. Fuller at (239) 225-9815 or via email at William.fuller@dot.state.fl.us.

Strategic Direction for TIM Teams 2011-2012

Mr. Charles Stratton spoke to the team about the Traffic Incident Management (TIM) Program Self-Assessment TIM Team Goals for 2011-2012.

Mr. Stratton spoke about the Local Traffic Incident Management (TIM) Memorandum of Understanding (MOU). The multi-agency Traffic Incident Management (TIM) Team has taken the initiative to establish a series of Agency Memorandums of Agreements or MOUs. The incident response agencies have the responsibility to do whatever is reasonable to enhance the safety of our transportation system. This is a team effort to reduce the risk to all incident responders, secondary crashes, and delays associated with incidents, crashes, roadway maintenance, construction, and law enforcement activities.

The TIM Team will work together to develop a "Local" TIM MOU signed by top officials from participating agencies that will address the following:

A. Identify local Agencies that will support the TIM program and sign the agreement
B. A local Open Roads Policy that will establish time goals for roadway and incident scene clearance times
    - Identify how the data will be collected, analyzed and reported to the TIM Team
    - Identify how often the reports will be reviewed to determine whether progress is made in achieving the established time goals
C. Define Incident scene roles and responsibilities for each participating agency
D. Establish a local incident scene Lighting Policy
E. Establish a local incident Communication Policy or a commitment from each participating agency to notify FDOT's SWIFT SunGuide Center
F. Define how often this document will be updated

The TIM team participated in creating the draft for Section C , defining Incident scene roles and responsibilities for each participating agency, of the Local MOU. The following roles and responsibilities where created for each agency:

Law Enforcement
- Secures incident scene
- Performs first responder duties
- Assists responders in accessing the incident scene
- Establishes emergency access routes
- Controls arrival and departure of incident responders
- Polices perimeter of incident scene and impact area
- Conducts crash investigation
- Performs traffic control
- Assumes role of Incident Commander, if appropriate
- Supports unified command, as necessary

Fire and Rescue
- Protects incident scene
- Rescues/extricates victims
- Extinguishes fires
- Responds to and assesses incidents involving a hazardous materials release
- Contains or mitigates a hazardous materials release
- Performs traffic control
- Assumes role of Incident Commander, if appropriate
- Supports unified command, as necessary

Emergency Medical Services (EMS)
- Provides medical treatment to those injured at the incident scene
- Determines destination and transportation requirements for injured victims
- Transports victims for additional medical treatment
- Supports unified command, as necessary

Emergency Management Agency
- Coordinates government response and resources
- Provides technical expertise
- Provides evacuation recommendations
- Facilitates communication and coordination across jurisdictions
- Coordinates response from other State and Federal agencies
- Assumes role of Incident Commander, if appropriate

Transportation Agencies
Including: Highway Maintenance, Service Patrols, Traffic Incident Response Teams, Transportation Management Centers (TMC), and Metropolitan Planning Organization
- Protects incident scene
- Implements traffic control strategies and provides supporting resources
- Monitors traffic operations
- Disseminates motorist information
- Mitigates incidental vehicle fluid spill confined to the roadway
- Assesses and directs incident clearance activities
- May perform first responder duties (service patrol)
- Clears minor incident (service patrol)
- Performs incident detection and verification (service patrol/TMC)
- Develops and operates alternate routes

- Assesses and performs emergency roadwork and infrastructure repair
- Assumes role of Incident Commander, if appropriate
- Supports unified command, as necessary

Towing and Recovery
- Recovers vehicles and cargoes
- Removes disabled or wrecked vehicles and debris from incident scene
- Mitigates non-hazardous material (cargo) spills
- Supports unified command, as necessary
- Supports unified command, as necessary

FDOT Construction Update

Mr. Bill Fuller requested that all TIM Team members make sure they are receiving the D1 Weekly Road Watch Reports and to contact him if there were any concerns.

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/construc/constmap/d1.shtm. This resource is updated on a weekly basis.

Future Meetings

The next Polk County TIM Team meeting will be July 12, 2012 at 10:00am at the City of Lakeland Construction and Maintenance Building, 407 Fairway Avenue, Lakeland, Florida 33801

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 the District One TIM Team Manager, Mr. Bill Fuller at (239) 225-9815 or via email at William.fuller@dot.state.fl.us.