

Meeting Date: August 15, 2006
Meeting Time: 1:30 PM
Location: Palm Beach County Traffic Engineering Building Vista Center 2300
Jog Road
3rd Floor, West Palm Beach, Florida

Attendees: Listing Attached

Call Meeting to Order

Charlie Robbins of DMJM Harris called the meeting

Distributed Documents:

- Agenda
- June PBC Draft Meeting Minutes
- National TIM Performance Measures
- Draft Districtwide TIM MOU
- ITMS Incidents – 2006-06-29 2050 and 2006-07-23 1334

ITS Working Group Update

Guy Francese of the Florida Department of Transportation (FDOT) updated the group on the topics discussed during the July 26, 2006 ITS Working Group meeting. He distributed an "Operational Memorandum" from FHP Troop F that supports the "Open Roads Policy", see attachment. The document instructs the FHP Dispatcher to make contact with local agencies on-scene and ask if a wrecker is needed, if so, then the FHP Dispatcher will send out a wrecker. This can occur before the FHP Trooper is on-scene through coordination with local police and fire rescue agencies.

Interstate-95 Construction Update

Meredith Rapp of I-95 Mobility Project IPO distributed a handout containing the status of the seven projects along Interstate-95. A copy of the hand out is provided herewith.

Other TIM Issues

Bob Murphy of ITMS updated the group on an approval for additional equipment for ITMS. The equipment includes additional DMS at Blue Heron Blvd.

Charles Robbins followed up with an action item, which focused on the addition of Meredith Rapp to the ITMS paging service. She then confirmed she had added to the service and that it was working well.

National TIM Performance Measures

Charles Robbins distributed a listing of the 10 national Traffic Incident Management (TIM) performance measures established at a multi-agency workshop earlier this year. He noted that they were distributed and discussed during a previous Palm Beach County TIM meeting. He asked the group to rank each performance measure from 1 to

10, where 1 was the most important and 10 was least important. The results of that poll follows:

National Tim Performance Measures Ranking Results

Rank	Objectives
1	Reduce roadway clearance time (defined as the time between awareness of an incident and restoration of lanes to full operational status).
2	Reduce incident notification time (defined as the time between the first agency's awareness of an incident, and the time to notify needed response agencies).
3	Reduce time for needed responders to arrive on-scene after notification.
4	Reduce incident clearance time (defined as the time between awareness of an incident and removal of all evidence of the incident, including debris or remaining assets, from shoulders).
4	Reduce "recovery" time (defined as between awareness of an incident and restoration of impacted roadway/roadways to "normal" conditions).
6	Reduce number of secondary incidents and severity of primary and secondary incidents.
7	Improve communication between responders and managers regarding the status of an incident throughout the incident.
8	Provide timely, accurate, and useful traveler information to the motoring public on regular basis during incident.
9	Develop and ensure familiarity with regional, multi-disciplinary TIM goals and objectives and supporting procedures by all stakeholders.
10	Regularly evaluate and use customer (road user) feedback to improve TIM program assets and practices.

Districtwide TIM MOU

Charles Robbins distributed a draft TIM MOU and reviewed key aspects of the TIM MOU (see attachment). Mr. Robbins noted that the MOU encompassed all five counties within District 4 and the Florida's Turnpike Enterprise (FTE). Catherine Werner confirmed the FTE should be part of the MOU. Mr. Robbins pointed out that the mission, vision goals and objectives were consistent with the Statewide TIM Strategic Plan. Mr. Robbins then discussed the organizational structure. The organizational structure has three levels, Executive Committee, Countywide TIM Teams and Task Force Committees. The group discussed the potential Executive Committee members. Guy Francese suggested that the MOU target members that are related to operations. Bob Murphy supported the need to keep it operational in nature and reference the difficulties of obtaining signatures for the South Florida ITS Coalition, which included a broader group. Mr. Murphy concluded with the need to keep the Executive Committee focused on operational goals. The group agreed to target the Police Chiefs Association and the Fire Chiefs Association. Also, the group agreed to add the EOCs. Mr. Robbins closed the discussion by asking the group to e-mail any comments to charles.robbs@dmjmharris.com.



Review of Incidents

2006-06-29 2050 – John Scarpellino of ITMS reviewed the incident, which involved a disabled tractor trailer. The first Road Ranger arrived and requested back-up to move the disabled tractor trailer. He also emphasized that the Road Rangers were aggressive with opening the lanes. Bob Murphy of ITMS added this is an example of how working together really works to reduce lane clearance times.

2006-07-23 1334 – John Scarpellino reviewed the incident timeline. Charles Robbins asked John Scarpellino to clarify “sequential feature for Palm Beach County cameras and ITMS cameras” noted in the ITMS timeline. Bob Murphy noted that ITMS has the Palm Beach County cameras on a “tour” which sequentially goes through all the Palm Beach County cameras for I-95, which identified the queue. The group discussed the long Road Ranger response time and it was noted that the Road Ranger was stuck in traffic. It was noted this was through a construction zone it had no shoulder. The group discussed crossovers in construction zones. Meredith Rapp added that there are crossover accesses for trucks that are also for emergency vehicle use. Mrs. Rapp offered to provide a list of crossovers. Mr. Robbins noted that it appears that ITMS had difficulty verifying lane closures. The group noted that a SIRV would improve on-scene communications with ITMS. Charles Robbins noted that FHP quickly notified tow to respond. The group discussed the nature of the incident at that it was an unusual scene because of multiple vehicles being involved and that a 2-year old child was extracted from a vehicle and transported. Florida Highway Patrol noted this was a criminal scene and extent of the incident was a primary reason for it extending pass the 90 minutes. Sgt. Churchill noted that a criminal investigation has different standards than a fatality incident, which means they have to take extra care in collecting scene data.

Action Items for Next Meeting

- The group will work on specific protocols to improve the notification of the medical examiners office.
- Meredith Rapp to provide a list of crossover locations in I-95 Construction Zones.

<i>Last Name</i>	<i>First Name</i>	<i>Agency</i>
Churchill	John	PBSO
Day	Timothy	Sisters Towing
Dovey	Bob	Commissioner Newell
Floyd	Calvin	FHP
Francese	Guy	FDOT
Gartner	Capt. Terry	FDOT Motor Carrier Compliance
Hernandez	Gilberto	Sunshine Towing/Road Rangers
Kauff	Richard	Kauff's Towing
Koch	Gregg	Bonyton Bch PD
McGinness	Chuck	Palm Beach County Post
Mead	Anthony	Medical Examiner
Moley	David	FDOT
Murphy	Robert	PB Farradyne
Pacini	Andrea	I-95 Mobility Project PIO
Picciano	Pete	Bonyton Bch PD
Purser	Robert	FHP
Rapp	Meredith	I-95 Mobility Project IPO
Robbins	Charles	DMJM+HARRIS
Ruslander	Harold	Medical Examiner
Scarpellino	John	ITMS
Scheidt	Mike	Kauff's Towing
Schulze	Rick	DMJM Harris
Stacy	James	DMJM Harris
Werner	Catherine	Florida Turnpike Enterprise
White	Helena	Palm Beach ITMS