

Palm Beach County Traffic Incident Management Team Meeting Minutes October 2010



Meeting Date: October 5, 2010

Meeting Time: 1:30 PM – 3:30 PM

Location: Palm Beach Vista Center Room 1E-59
2300 North Jog Road.
West Palm Beach, FL 33411

Attendees: Listing Attached

Call Meeting to Order

Mike McGee of AECOM called the meeting to order. Introductions of all TIM members immediately followed.

Distributed Documents:

- Agenda

Review Action Items/Previous Meeting Minutes – Mike McGee, AECOM

Action Item #1: State Road (SR) 80 Mile Markers

Resolution: The original request of mile markers to be installed on SR 80 from Belle Glade to Kirk Road was discussed at this meeting. A new agreement among the Palm Beach TIM Team stated that mile markers are needed from Pratt Whitney to 880 or the 20 Mile Bend. It was agreed that the mile markers did not need to be installed as far as Belle Glade. Guy will be sending this recommendation to Central Office.

Action Item #2: Road Ranger Focus Group

Resolution: Guy Francese took part in a federal focus group workshop.

Dolphins 170 Mile Bike Challenge – Bob Murphy, AECOM

The Dolphin Bike Challenge is a cycling charity event that will take place on November 20-21. The event is scheduled to start in Miami and go north to West Palm Beach and back south to Miami. For more information, visit www.ridedcc.com.

Construction Update – Peter Dobens, QCA Inc.

I-95 HOV Expansion, from Donald Ross Road (exit 83) north to S.R. 706/ Indiantown Road (exit 87A/B)

The \$43.5 million, 4.5-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one high occupancy vehicle (HOV) lane in each direction and additional auxiliary lanes. The project includes widening existing bridges over Donald Ross Road and the C-18 Canal, ramp improvements, sound barrier and retaining wall construction, signalization enhancements, new signing, pavement markings, lighting, and landscaping, including irrigation. The work began Aug. 21, 2008, and is being performed by Posen Construction. Construction is expected to be completed spring 2012.

Restrictions: The northbound and southbound outside lanes of I-95, between Donald Ross Road and Indiantown Road, will be closed, 9 p.m. to 6 a.m., Sunday night, Oct. 10 through Friday morning, Oct. 15, for shoulder construction.

One of two left turn lanes, from westbound Donald Ross Road onto southbound I-95, is closed. One of two westbound through lanes on Donald Ross Road, in the vicinity of the I-95 overpass, remains closed through the fall 2010, for overpass widening.

One of two left turn lanes from the I-95 southbound exit to eastbound Donald Ross Road is closed for construction. The posted speed limit is 25 mph on all the Donald Ross Road entrance and exit ramps.

A truck restriction is in effect throughout the construction zone. Signs have been posted directing truck operators to use the northbound and southbound center lanes except when entering or exiting the highway.

Motorists should be aware of construction vehicles entering and exiting the roadway by all Donald Ross Road entrance and exit ramps and the median area just north of Donald Ross Road. Please use caution.



I-95 HOV Expansion, from south of PGA Boulevard (exit 79A/B) north to Donald Ross Road (exit 83)

The \$44 million, 4.3-mile construction project will expand the existing six-lane interstate to 10 lanes, which includes one general-purpose lane and one high occupancy vehicle (HOV) lane in each direction and additional auxiliary lanes. HOV lanes require two or more occupants. The project includes mainline ramp reconstruction and widening existing bridges over PGA Boulevard and Military Trail (exit 79C). Additional enhancements include improved drainage, sound barrier and retaining wall construction, new signing, pavement markings, lighting, and landscaping. Construction began Aug. 20, 2008, and is being performed by Community Asphalt Corporation. This project is expected to be completed early in 2012.

Restrictions: Two inside travel lanes will be closed in both directions on PGA Boulevard underneath the I-95 overpass, Monday, Oct. 11, through Saturday, Oct. 16, for bridge demolition and foundation work.

The inside lanes in each direction will be closed each morning at 7 a.m. The center lanes will be closed at 8:30 a.m. The center lanes will reopen 4 p.m. All lanes will reopen by 5 p.m.

Two inside lanes will be closed on PGA Boulevard 7 p.m. to 6 a.m. Wednesday, Oct. 13, and Thursday, Oct. 14, underneath I-95 to place concrete on the new northbound lanes on the I-95 overpass.

When crews are working above the eastbound lanes, eastbound traffic will be moved to one westbound lane. When crews are working above the westbound lanes, westbound traffic will be moved to one eastbound lane. At least one travel lane in each direction will remain open at all times.

The northbound outside and center lanes on Military Trail will be closed 8:30 a.m. to 4 p.m. Monday, Oct. 11, through Friday, Oct. 15, and 6 a.m. to 6 p.m., Saturday, Oct. 16, for bridge demolition and foundation work.

ITS Palm Beach Deployment

Currently, closed circuit televisions (CCTV), vehicle detectors, and dynamic message signs (DMS) are being installed along I-95 between PGA Blvd and the Broward County line. The estimated completion time is 2011.

Road Ranger Update – Guy Francese, FDOT District Four Freeway Operations Manager

Treasure Coast Road Ranger trucks started patrolling September 6, 2010 between Donald Ross Rd and Fellsmere Rd. The program has received a lot of positive feedback and commendations have been sent to Guy Francese.

The Broward County Road Ranger contract has been signed and the current contract has been extended until the new contract can begin on December 1, 2010.

The Palm Beach Road Ranger contract was awarded on July 26, 2010 to Anchor Towing. A protest has been filed. The existing contract will be extended until the new contract can begin. The five beats will remain unchanged and there will be two bases one in Lantana and one in Riviera Beach. A total of five new tow trucks and two pick up trucks will be in the fleet. The effective date is pending.

Rapid Incident Scene Clearance – Guy Francese, FDOT District Four Freeway Operations Manager

The 2011 RISC equipment inspections will begin in early December. Mike McGee and Chuck McGinness will contact all the RISC vendors to schedule the inspections.

RISC Activation #6: PBC I-95 SB North of 6th Ave North. The incident involved a tractor trailer rollover with separation, fire and spilled cargo. This incident will be discussed later in Post Incident Analysis.

Statewide Traffic Incident Management (TIM) Teleconference – Guy Francese, FDOT District Four Freeway Operations Manager

Guy stated that Central Office will send out another Road Ranger survey in January/February of 2011. There will be an online version available. Central Office will also be creating an online training session for the TIM in '10 training initiative. Central Office released the first annual RISC report. Guy read a few statistics from the report and stated that the report is available on the FDOT website. For more information visit,

http://www.dot.state.fl.us/trafficoperations/Traf_Incident/pdf/RISC%20Annual%20Report-FINAL%201.pdf



Severe Incident Response Vehicle (SIRV) Program (Palm Beach Pilot) – Tom Dickson, AECOM

The SIRV program expanded into Palm Beach County on July 6, 2010. It is a six month pilot program and the SIRV vehicle patrols I-95 from Southern Blvd to the Broward county line, and on Southern Blvd from Dixie Highway to Military Trail. The patrol times are the morning and afternoon rush hours which are from 6:00 am to 9:00 am and 4:00 pm to 7:00 pm. The SIRV vehicle is staged at Boynton Beach Fire Rescue Station #5/Emergency Operations Center.

Statistics for Palm Beach SIRV are from July to September, there were 54 incident responses with time savings of 402 minutes for each incident, 575 minutes of opening lanes early, 848 minutes saved for on scene responders (i.e. – tow, road rangers, law enforcement, and fire rescue).

Treasure Coast TIM Team Update – Chuck McGinness, Treasure Coast TIM Coordinator

Chuck reported that Treasure Coast Road Rangers had 1,263 assists for the month of September (Sept. 6-30). About 60 percent of the calls were for disabled vehicles/motorist assistance and about 15 percent were to clear debris from the highway. They also handled 45 crashes. About half of the calls were in Martin County, 35 percent in St. Lucie County and about 13 percent in Indian River County. The remainder of the calls was in Palm Beach County because the southernmost beat extends to Donald Ross Road. Chuck also reported on the two-day training session for the Road Rangers, the Sept. 3 media day and the media coverage on Sept. 6, the first day of service.

Chuck said the ITS system in the Treasure Coast is still in the testing mode. The expected start of operations is late 2010 or early 2011.

The TIME 4 Safety video was distributed to 19 agencies in the Treasure Coast, with about 2,200 personnel receiving the training. Chuck made an outreach presentation in September at the Indian River County Sheriff's Office.

TIM in '10 – Mike McGee, AECOM

Mike reported that 5,610 first responders have been trained or will be trained in Palm Beach County in the statewide initiative to educate all agencies about opening roadways quicker and safer. A total of 43 agencies received the video.

TIM Team Outreach – Mike McGee, AECOM

Mike announced that he is willing to travel to any agency interested in receiving TIM outreach. Any one interested should contact Mike at (954) 847-2634 or michael.mcgee@smartsunguide.com.

Southeast Florida Regional Transportation Operations Committee (SEFRTOC)/511 – Bob Murphy, AECOM

SEFRTOC is a regional team meeting between multiple TMCs that meet on a monthly basis. The team discusses regional issues on topics like messaging and alerts. At the last meeting, Helena reported that SEFRTOC collects data from all agencies and for August 2010, incidents tripled in volume. The state software that is used in TMCs, referred to as SunGuide was upgraded to version five. A regional Intelligent Transportation Systems (ITS) device map will be created with all device names, locations, GPS coordinates, etc. District Six reported that copper theft has been increasing.

PRESENTATIONS

I-95 Corridor Coalition Traffic Incident Management Best Practices – Mike McGee, AECOM

Mike gave a brief background on the TIM best practices. In 2003, I-95 Corridor Coalition released a report on "Quick Clearance" and "Move It" Best Practices. A "Quick Clearance" Tool Kit was created and the intent is to share information so other TIM Teams can implement new programs more easily than starting from scratch.

TIM best practices was created by Delcan which the project team interviewed TIM Team representatives from 13 Corridor Coalition states and several other states to gather information on "best practices." There are 20 different categories and five are highlighted for innovation and success.



Palm Beach County Traffic Incident Management Team Meeting Minutes October 2010

- TIME 4 Safety Video - The handbook and DVD established standard guidelines and recommendations for traffic incident management and operations. The objective is to improve safety of the responders, motorists, and victims and to enhance the efficiency of the incident scene clearance, thereby reducing congestion and secondary incidents.
- New York HELP Trucks - Highway Emergency Local Patrol trucks equipped with dash cameras providing live video stream back to TMC. This helps police and DOT see details of incident, increasing safety and better use of resources.
- Georgia TRIP Program - Towing and Recovery Incentive Program (TRIP) modeled after RISC, training certification mandatory to participate, reduced average roadway clearance time from 269 min. to 94 min. (Oct. 2009)

TIM Best Practices are described below.

After Incident Reviews

- Maine/New Hampshire IM Group – uses official forms and develops an After Action Report that's distributed to responder agencies
- Wisconsin's TIME Program – after incident reviews include video from scene (TMC records video on 72-hour loops)

Coordination/Communication

- FDOT District 1 – Team reps meet with MPO to encourage funding for congestion mitigation projects and training programs.
- FDOT District 4 – Team coordinates with design groups on improvements to aid responders.
- FDOT Districts 1,2,5,6 & 7 – TMCs co-located with police dispatch centers or FHP troop headquarters.

Detours/Alternate Routes

- FDOT District 2 – Diversion route plans for major highways on DVD.
- Penn./Delaware – Interactive detour route mapping application.

Evacuation Plan

- FDOT – One-way evacuation plans for coastal areas, including:
 - Turnpike
 - Alligator Alley (eastbound & westbound)
 - I-4 (eastbound from Tampa)
 - I-10 (westbound from Jacksonville)
 - SR 528 (westbound from Brevard County)
- Overall Florida has Road Rangers, Connecticut has CHAMP (Conn. Highway Assistance Motorist Patrol), Georgia has HERO (Highway Emergency Response Operators), and Arizona has REACT (Regional Emergency Action Coordinating Team).

Legislation

- North Carolina – Immediate clearance of abandoned vehicles on roadway or shoulder of state highways
- Indiana IN-TIME – Definition of abandoned vehicle reduced from 72 hours to 24 hours
- Louisiana – Open Roads Law requires TIM training for police, better towing procedures, open roads agreement between key agencies

Membership Resources

- Maine/New Hampshire – “Call Tree” used in emergencies; responsibility of incident commander; enhance communication among agencies
- Wisconsin TIME – Procurement list to allow TIM members to buy traffic control equipment at a quantity discount

Open Roads Policies

- Florida – Opens Roads Police between FDOT and FHP; second in country; 90-minute clearance goal
- FDOT District 4 – Local open roads policy as addendum to state policy
- Maryland – “Clear the Road” policy for rapid removal of vehicles in travel lanes



Performance Measures

- Florida – In addition to 511 calls and Road Ranger assists, track incident duration, travel time reliability, customer satisfaction
- Indiana – Studying performance measures for secondary incidents

Location Reference Markers

- Florida – Informal study of the need for LRMs
- Penn./New Jersey – Signs every tenth of a mile on mainline and ramps

Towing and Recovery

- Specialty Towing and Roadside Repair (STARR) – Florida’s Turnpike Program
 - Light, medium and heavy-duty towing and minor vehicle repairs (fee-based) on Florida’s Turnpike Mainline, Homestead Extension, Sawgrass and BeachLine Expressways.
- Texas – Safe Clear Towing Program for immediate clearance of stalled or disabled vehicles; towing companies receive \$50 a tow, \$125 if vehicle blocking a lane and \$30 for minor repairs or refuel.
- Washington – Light-duty towing program dispatches tow trucks and troopers at same time; save 15 minutes per dispatch.



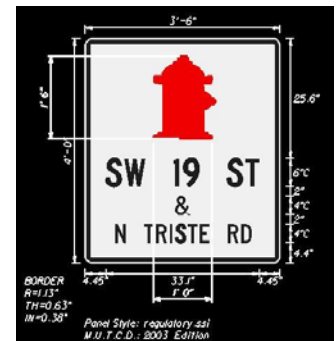
Training

- Florida – “TIM in ’10” program.
- Maryland – “Roadway Incident Safety Responder” statewide program; includes fire academies and highway personnel.
- New York – quick clearance taught in police academies as part of continuing education.
- Massachusetts – Cross-training of all responders so everyone knows others’ roles and responsibilities.
- Virginia – VDOT and Virginia Tech developed Transportation Emergency Response Institute to train staff and partner agencies.
- North Carolina – Incident Management Engineer, state Fire Marshal and police developed IM Best Practices video; received FEMA funding to produce 5,000 DVDs; standard training in fire academy and Highway Patrol academy; fire departments that use video receive traffic cones (funded through FEMA grant).

Additional Best Practices

- FDOT District 4 – fire hydrant study along I-95 in Palm Beach and Broward counties; holes in sound walls to access hydrants; standard sign and pavement marking at hydrant locations; study to be expanded to Treasure Coast.
- FDOT District 1 – Championed adding 14 FHP troopers on I-75 after unusually high number of high-speed and run-off-the-road crashes.
- FDOT District 5 – TIM leadership pushed for the funding of 20 additional FHP troopers on I-4 to reduce incident response time in Orlando area.

National Unified Goal (NUG) Summit, Baltimore, MD September 21-22 – Bob Murphy, AECOM



Bob started the presentation describing the past decade of the national TIM program development. In 2002, the first national TIM conference was held, in 2004 the national TIM coalition formed, in 2005 the international TIM scan tour took place, in 2006 the national unified goal workshop was held, in 2007 the NUG concept was adopted, in 2009 the National Traffic Incident Management Coalition (NTIMC) strategic plan was developed, and in 2010 the national TIM network and national NUG Summit was held.

NUG consists of three concepts, responder safety, safe and quick clearance, and prompt, reliable, interoperable communications. The NTIMC mission is to link public safety and transportation communities to define, standardize, and advance the state of traffic incident management practice. The vision of NTIMC is to lead and support a national network of TIM programs that are consistently implemented.

TIM Program elements include strategic program plans, TIM operations and response plans, partnership agreements, guidelines and laws, services, tools and systems.



Palm Beach County Traffic Incident Management Team Meeting Minutes October 2010

Bob reviewed some performance measure data of the incident management program known as TRIP or Towing Recovery Incentive Program. TRIP's roadway clearance went from 269 minutes in 2007 to 94 minutes in 2010. Bob then discussed outputs vs. outcomes. These include the service patrol online training, quick clearance workshops, and multidisciplinary 3-D training which simulates real life incidents.

Post Incident Analysis #1: September 4, 2010 I-95 SB before Griffin Rd. Road Ranger struck while assisting motorist – Mike McGee, AECOM

On September 4, at 11:19 a.m. on I-95 SB before Griffin Rd. Road Ranger Gilberto Franco was struck on the left shoulder while assisting a motorist. A car swerved off the road and ran into the back of the Road Ranger truck and disabled FHP car. Road Ranger Gilberto was finishing a tire change when he became pinned under his Road Ranger truck tires. Road Ranger Gilberto was hospitalized with a broken arm, and foot. He also had a lot of bruising and is recovering well at home.

Photos of the scene were shown to the Palm Beach TIM team.

Post Incident Analysis #2: RISC #6 - September 8, 2010 I-95 SB before 6th Ave South. Overturned tractor trailer with spilled cargo and fire – Mike McGee, AECOM

On Wednesday, September 8, 2010 at 2:51 a.m., a rollover tractor trailer crash and fire was reported to FHP. The tractor trailer struck the center median concrete barrier on a bridge structure. The tractor came to rest at an approximate 45 degree angle on the median barrier. The tractor damaged the left saddle tank causing the diesel fuel to ignite. The trailer separated from the tractor when the fifth wheel assembly was torn from the truck frame. The trailer was carrying bundled PVC pipes and overturned ejecting the load to the roadway. On impact, the PVC pipes scattered across the roadway. The trailer came to rest upside down. The driver had minor injuries. FHP and Road Rangers were dispatched and it was raining when they arrived. Palm Beach County Fire Rescue was dispatched at 2:52 a.m. and arrived on scene at 2:58 a.m. FHP advised to have RISC activated almost immediately at 3:02 a.m. FHP contacted the Palm Beach Transportation Management Center (TMC) at 3:03 a.m. The TMC made the RISC activation notice to Open Roads at 3:13 a.m. Sister's Towing was notified at 3:26 a.m. All Sister's Towing units were on scene at 4:15 a.m. Notice to proceed was given at 4:49 a.m. Travel lanes were reported clear by SIRV 2 at 7:45 a.m. The total clearance time was 2 hours 56 minutes. The RISC contractor encountered problems with the debris recovery. The unbundled PVC pipes kept shifting and sliding when they were gathered or lifted. FDOT Maintenance was on scene for a damaged light pole and concrete road surface damage. Florida Department of Environmental Protection (FDEP) was on scene. The fuel from the spill either dissipated by the rain or was consumed in the fire. FDEP took no action on scene of the incident.

Photos of the incident were shown to the Palm Beach TIM team.

Open Discussion – All

Discussion of emergency responders being hit on the shoulders of the freeway was discussed at length. Some suggestions of better MOT and advanced warning was discussed.

Action Items:

- None at this time

Palm Beach County Traffic Incident Management Team Meeting Minutes October 2010



Attendees:

Churchill	Sgt. John	Palm Beach County Sheriffs Office
Day	Timothy	Sisters Towing
Dickson	Tom	AECOM, Broward/PB SIRV Program
Dobens	Peter	QCA Inc
Gartner	Captain Terry	FDOT Motor Carrier Compliance Office
Gray	William	Palm Beach County Sheriffs Office
Grossman	Todd	Palm Beach Gardens Police Department
Johnson	Lt. Jeffrey	FHP
Johnston	Hugh	American Compliance Technologies
Lopez	Gloria	Eagle SWS
Main	Jeff	Palm Beach Gardens Police Department
Majhess	Joseph	Boca Raton Fire Rescue
McGee	Mike	Broward/Palm Beach TIM Coordinator
McGinness	Chuck	Treasure Coast TIM Coordinator
McGlynn	Nicole	AECOM
McKissack	Ed	Florida's Turnpike
Mirones	Alex	Florida's Turnpike
Murphy	Bob	TIM Project Consultant Manager
Ridenour	Gregg	AECOM
Ruslander	Harold	Palm Beach Medical Examiners Office
Thomas	Kenneth	Riviera Beach Police Department
Wetzel	David	City of Delray Beach Fire Rescue
White	Helena	Palm Beach Vista TMC
Young	Kenneth	Broward Regional TMC