



MEETING DATE: Tuesday, July 19, 2005
MEETING TIME: 1:30 PM to 3:00 PM
MEETING LOCATION: FDOT District Six SunGuide Transportation Management Center (TMC) Conference Room
MEMBERS PRESENT: See Attached List

INTRODUCTIONS

Mr. Miguel Iglesias of the Florida Department of Transportation (FDOT) District 6 SunGuide substituting for Mr. Javier Rodriguez called the meeting to order and welcomed attendees. Self-introductions for all attendees followed. Mr. Girish Kumar of HNTB Corporation distributed the handouts for the meeting including TIM Meeting Agenda, minutes, sign-in sheet and the 2005 TIM Program Self Assessment scores from the Miami-Dade TIM Team meeting on June 7, 2005. A handout for Broward County TIM Self Assessment was also distributed by Mr. Charles Robbins of DMJM+Harris.

TIM PROGRAM SELF ASSESSMENT

Mr. Robbins made a brief PowerPoint presentation (attached) to overview the 2005 Broward TIM Program (BCTIM) Self Assessment. He stated that the TIM Self Assessment is a tool to facilitate discussion regarding areas that need improvement and to develop action items to address TIM needs. He clarified that the score is not the focus, rather the focus is on action items that result from the process. He informed that the BCTIM Self Assessment is conducted annually. He mentioned that the score from 2004 assessment was 58.6% and the score from 2005 assessment was 76.5%. The presentation covered key areas of improvement including the change in scores, reasons for the score, and key action items for areas that had a score of 2 or less. Mr. Robbins explained that the BCTIM has made significant progress for item 4.1.2.4 (regarding post incident debriefings). The number of debriefings had increased. The Severe Incident Response Vehicle (SIRV) pilot program was also highly effective contributing to the increase in this score.

Mr. Robbins said that the items on which the BCTIM scored less than 2 were made action items. Some of the action items were to have a localized strategic plan for incident response, to expand Open Roads Policy to local agencies and to have TIM team training for field responders on Maintenance of Traffic (MOT). He also said that the results of the BCTIM Self Assessment will be the basis for developing the local TIM strategic plan.

Mr. Kumar mentioned that there are a lot of similarities between the Miami-Dade and the Broward TIM Program Self Assessment. He mentioned that the 2003 Miami-Dade TIM Self Assessment was the baseline. There was an overall improvement in scores by about 7 percentage points for the 2005 Self Assessment (60.9%, attached) compared to the baseline (53.5%). He expressed that the items for which the scores were lower than 1.5 should be agenda items for the future TIM meetings. He also referred the attendees to the June 7 meeting minutes for a list of key action and discussion items.

STATUS UPDATE OF I-95 DIVERSION ROUTE PLANS

Mr. Kumar provided an update on the development of the I-95 Diversion Route Plans. He informed the attendees about the workshops held on March 15 and May 12, 2005. He mentioned that the diversion route plans were in a final draft form for the portion of I-95 between US-1 and Miami-Dade/Broward county line. He also stated that a special workshop was being scheduled with involvement of the City of Miami police, fire rescue and transportation staff to discuss the final draft for I-95 from US-1 to NW 79 Street. The date of this workshop was August 12 (post meeting note), and the TIM members will be notified. A draft of the plans for I-95 from NW 79 Street to Miami-Dade/Broward county line had been previously presented at the May 12 workshop. He also added that the desired target was to complete the development effort by the September TIM meeting. He said that some of the elements of the diversion plans were implemented for the recent I-95 southbound closures to facilitate the Miami Vice movie production, which will be discussed in one of the subsequent agenda items.



FDOT 4 SEVERE INCIDENT RESPONSE VEHICLE PILOT PROGRAM

Mr. Robbins made a brief presentation (attached) to provide a quarterly report (April-June 2005) of the FDOT District 4 Severe Incident Response Vehicle (SIRV) Pilot Program. He talked about the project benefits. He reported that there were 18 different incidents where the SIRV helped reduce the incident durations by a total of 415 minutes. Further, at 1 incident, the SIRV created a lane during a full closure for 25 minutes; relieved the road rangers for a total of 8 hours and 15 minutes; and relieved one law enforcement officer for a total of 24 hours.

Mr. Robbins said that the SIRV responded to 83 major incidents. Of these 83 incidents, 3 incidents were on major arterials. Mr. Robbins also talked about Road Ranger inspections. He reported that SIRV conducted 75 inspections. He mentioned that SIRV also attends the weekly Road Ranger Contractor meetings to quickly resolve issues. The SIRV also participated in several public outreach activities like post incident analysis and opening of the SunGuide Broward Transportation Management Center (TMC). A full copy of the quarterly report for the SIRV pilot program may be requested from Charles Robbins (email: charles.robbins@dmjmharris.com or phone: 954-972-0895).

Mr. John Farina from DERM asked if there was any research on onlooker delays and accidents related to the green glare guards on I-95 in FDOT District 4. He offered that the orientation of these glare guards mounted on the concrete median barrier wall could be adjusted to shield motorists on either side of I-95 from traffic conditions or incidents in the opposite travel direction. Mr. Robbins explained that the FDOT Broward SunGuide TMC maintains an extensive database on incidents and this data could be reviewed to investigate the proper orientation of glare guards specific to incidents.

511 SERVICE STATUS UPDATE

Mr. Mike Millard from SmartRoute Systems (SRS) updated the attendees on 511 service status. He informed that there were about 246,600 calls and over 349,000 web site hits during the month of June, which is usually a low call count month due to schools being closed and fewer seasonal residents. Mr. Robbins asked if there is any information about the number of callers by route. Mr. Millard answered that it may be possible to extract route-specific calls.

Mr. Millard reported that there had been some recent operational problems. One was that some Miami-Dade Cingular Wireless customers when calling 511 in South Florida were being routed to different 511 service areas (Tampa) or were getting erroneous messages. This was a result of a programming error by Cingular. This error was being corrected. He provided the backdoor number for South Florida 511 Service: 1-866-914-3838. Another problem occurred on July 9 (Saturday) where the local phone company servicing the 511 building lost power. All phone lines to the 511 building were down for about 3.5 hours from 10:30 AM to 2:00 PM.

Mr. Millard also talked about the interactive IVR enhancement to the 511 service and mentioned that it was being tested. He added that with the CIN being finalized later this year, transit schedules would also be soon available via 511. He said that with the IVR, there will be floodgate messages that all callers will hear. These messages would be for significant incidents, amber alert, and emergencies.

He announced that the South Florida ATIS partners had chosen Metro Networks, an affiliate of SRS, for sharing video of FDOT camera images with the media. There was a brief discussion about the process followed by SRS before posting a message. Mr. Millard acknowledged that the reliability and accuracy of a message was critical. In the past, they would do a situational analysis based on whether the information was coming from official sources (FDOT, FHP, etc.); a repeat caller's track record; and calling FDOT for confirmation on roadways where camera coverage is available. On arterials where currently there is no camera coverage, they generally posted a message based on a caller's report. In the future, he expected that some of the verification steps would be streamlined with SRS/FDOT 6 TMC collocation. SRS and ATIS partners were also working together on a formalized process now that there was much more ITS device deployment in the area to obtain reliable information. Mr. Robbins noted that District 4 and the Florida's Turnpike Enterprise were conducting an independent review (SRS is not a party) of the 511 information accuracy. They were in the process of developing guidelines for quality assurance/quality control (QA/QC) and the necessary level of authentication.



ROAD RANGER PROGRAM STATUS UPDATE

Mr. Robbins demonstrated a tablet PC that will be used by the Road Rangers in District 4. He noted that this equipment facilitates real-time communications between the field and the TMC database, eliminates hand written logs and minimizes verbal communication between Road Rangers and TMC. These PC's will be permanently mounted in the Road Ranger vehicles. Key features are that the Road Rangers will be logging their status and reports will be produced to assist in the audits of invoices. The cost of the PC was about \$1,400 per unit. Mr. Kumar added that FDOT District 6 was also working on PDA applications for similar purposes.

Mr. Iglesias presented PowerPoint slides about the Miami-Dade Road Ranger Program status by starting with a brief history. The Miami-Dade Road Ranger program started in 1997 with an 8-vehicle fleet providing coverage on I-95 and SR 836, working 13-hour shifts/5 days a week. He reported that this program now has a 36-vehicle fleet. There is 24/7 radio dispatching in place. Currently, the Road Ranger service coverage includes I-75, I-95, I-195, I-395, SR 112, SR 826, SR 836, SR 874, SR 878 and SR 924. This program covers about 90 centerline miles, with about 9,000 assists per month. It has 68 trained operators, 16 pick-up trucks, 18 tow trucks, and 8 pick-up trucks with DMS. To put in the statewide context, he also mentioned that there are 88 vehicles in the fleet statewide covering 918 centerline miles.

Mr. Iglesias said that the Road Ranger scope of services included incident management (temporary MOT setup and crash scene assistance), roadside assistance (provide fuel, water, tire changes, minor repairs and tow to safe haven), and debris removal. He said that he routinely coordinates with FHP for issues such as awareness of state statutes and rotation towing policy. There were statewide efforts to improve Road Ranger training as well. He informed that if a stranded motorist needs a Road Ranger, they need to call *FHP (*347).

I-95 SOUTHBOUND (MIAMI) CLOSURE (JULY 5-7) DEBRIEFING

Mr. Alphonso Clay of FDOT District 6 SunGuide and Mr. Iglesias provided a debriefing on the I-95 southbound closure from I-395 to US-1 in Miami for the Miami Vice film shoot from July 5 to July 7, 2005. He mentioned that all MOT was setup prior to the closure and the public was informed several days in advance. Mr. Iglesias mentioned that they used two Road Rangers to cover the diversion routes. Mr. Clay reported that the closure took place from 10 PM to 5 AM for two days and there were no accidents reported on the diversion routes during this period. He mentioned that the MOT was developed by the movie makers and was approved by FDOT. He also mentioned that everything was planned and approved a month earlier. Mr. Kumar noted that many of the elements of the I-95 diversion plans under development were utilized in the southbound closures.

Mr. Farina asked that the data (experience) from this closure should be distributed to relevant bureaus/movie makers to demonstrate that it can be done successfully in Miami. This type of exposure would encourage other movie producers to come to South Florida. Mr. Michael Washburn of the Florida's Turnpike Enterprise said that it was a good idea to let the public know that these closures were successfully executed. Mr. Clay added that a second round of closures will be coming for the Miami Vice movie.

OTHER BUSINESS

Mr. Robbins informed that the implementation of the new HOV lane restriction hours on I-95 had been postponed.

Mr. Kumar informed that Mr. Rodriguez had provided a written update of the statewide TIM activities. He briefly mentioned the legislation 713.78 (effective July 1, 2005) related to the Road Rangers and Rotation Wreckers. He mentioned that the criteria for Post Incident Briefings by FDOT District 1 TIM was being reviewed by District 6, and it will be shared with the Miami-Dade TIM in future meetings to see if similar briefings should be implemented, in-line with one of the action items identified during the Miami-Dade TIM self assessment. He also mentioned that FDOT D6 has requested a TIM training from the FDOT Central Office towards the later part of this year, similar to the training held at District 4 on June 9, 2005. He also informed that District 6 had obtained copies of the sample agreement for the "Open Roads Policy" that District 1 is using with other local stakeholders and they will be shared with the TIM at future meetings. These updates were a follow-up to some of the TIM self assessment action items.



MEETING CLOSE

Next TIM Meeting Dates:

Miami-Dade TIM - September 20, 2005 at 1:30 PM at FDOT District Six Auditorium

Broward TIM - September 7, 2005 at 1:30 PM at the SMART SunGuide TMC (FDOT District 4/Broward County Traffic Engineering)

Mr. Iglesias then brought the meeting to a close.

Broward / Miami-Dade Joint Traffic Incident Management Team Meeting

July 19, 2005 – 1:30 PM at FDOT District 6/SunGuide Transportation Management Center



Sign-In Sheet

First / Last Name	Company	Phone	Fax	Email Address
Alexis/Maggie Ramos	MDX Service Patrol (Sunshine)	(305) 261-9520	(305) 261-9917	suntow750@cs.com
Alphonso Clay	FDOT D6	(305) 499-2483		alphonso.clay@dot.state.fl.us
Andrea Reitor	SFRTA/Tri-Rail	(954) 788-7937	(954) 788-7878	reitora@sfrta.fl.gov
Catherine Werner	Florida's Turnpike	(954) 975-4855	(954) 970-1505	catherine.werner@dot.state.fl.us
Charles Robbins	DMJM+HARRIS, Inc.	(954) 972-0895	(954) 590-3593	charles.robbins@dmjmharris.com
Craig Waters	FDOT	(954) 776-4300	(954) 958-7660	craig.waters@dot.state.fl.us
Daphne Georgiadis	FDOT D4 - Modal	(954) 777-4483		daphne.georgiadis@dot.state.fl.us
Deborah Saunders	Miami Dade PD	(305) 273-6722	(305) 273-6794	dysaunders@mdpd.com
Derrick Chung	FDOT	(954) 776-4300		derrick.chung@dot.state.fl.us
Douglas Prince	OSHA	(954) 424-0242 x18	(954) 424-3073	dsprince@dol.gov
Girish Kumar	HNTB	(305) 551-8100	(305) 551-2800	gkumar@hntb.com
Gwen Berg	Florida's Turnpike	(954) 934-1148	(305) 934-1351	gwen.berg@dot.state.fl.us
John Farina	MDC - DERM	(305) 372-6955	(305) 372-6044	forinj@miamidade.gov
Jose Darsin	VMS, INC.	(305) 698-7500	(305) 698-7071	jdarsin@vmsom.com
Lew Sayre	FDOT CTSP	(305) 470-5346	(305) 470-5815	lewis.sayre@dot.state.fl.us
M. R. Gilchrist	FDOT Safety	(305) 470-6735	(305) 470-6726	messler.gilchrist@dot.state.fl.us
Michael Washburn	Florida's Turnpike	(954) 975-4855 x3312	(954) 970-1504	michael.washburn@dot.state.fl.us
Miguel Iglesias	FDOT D6	(305) 218-1454	(305) 470-6969	miguel.iglesias@dot.state.fl.us
Mike Millard	SmartRoute System	(305) 914-3900	(305) 914-3990	mmillard@smartroute.com
Mike Smith	MDX			msmith@mdx-way.com
Monica/Chris Savits	FDOT Road Rangers (Anchor)	(305) 895-0388	(305) 895-9973	anchordot@aol.com
Robert Bage	City of North Miami Police Department	(305) 891-0294		rbage@northmiami.fl.us.gov
Sergio Bravo	FDOT D6	(305) 499-2482	(305) 470-6969	sergio.bravo@dot.state.fl.us
Shawn Gilmartin	Pembroke Pines Fire Rescue	(954) 435-6700	(954) 435-6713	ogilmartin@ppines.com
Sunil Doddapaneni	HNTB	(305) 551-8100	(305) 551-2800	sdoddapaneni@hntb.com
Theo Buford	FDOT D6 Safety	(305) 256-6350	(305) 256-6304	theo.buford@dot.state.fl.us
Ty Santiago	FDOT D6 Safety	(305) 650-0084	(305) 650-0067	ty.santiago@dot.state.fl.us
Vergie Bain	OSHA	(954) 424-0242 x19	(954) 424-3078	bain.vergie@dol.gov

BC Self-Assessment Overall Results

Assessment Measure (100%)	2004 Score (58.6%)	2005 Score (76.5%)
Program / Inst. Issues (40%)	16.1%	21.3%
Formal TIM Programs	1.17	2.33
TIM Administration Teams	2.25	3.00
Performance Measurement	2.75	3.00
Operational Issues (40%)	28.9%	31.8%
Procedures for Major Incidents	3.38	3.63
Responder and Motorist Safety	1.63	2.25
Response / Clearance Policies	3.42	3.50
Comm. / Technology (30%)	13.6%	23.4%
Integrated Interagency Comm.	1.25	3.50
Transportation Mgmt Systems	1.67	3.00
Traveler Information Systems	2.33	3.00

Key Areas of Improvement

Question	2004 Score	2005 Score	Reason
4.1.1.1 Multi-agency, multi-year strategic plans	1.00	2.00	-Statewide effort to develop Strategic TIM Plan
4.1.1.2 Formal inter-agency agreements	1.50	3.00	-Open Roads Policy
4.1.1.3 Field-level input into plans	1.00	2.00	-Internally, each agency has better field-level input into plans
4.1.2.4 Post incident debriefings	0.50	3.00	-The number of multi-agency PIA's have increased over the last year. SIRV is planning to increase this number of the next year.
4.2.2.3 Utilize traffic control procedures at end of queues	1.5	3	-FDOT DMS overhead signs provide advance warning to incidents, but don't display queue lengths and are fixed. Also, Road Ranger have mobile DMS signs on trucks and are beginning to be positioned at end of queues.

Key Areas of Improvement (Cont.)

Question	2004 Score	2005 Score	Reason
4.3.1.1. Have a two-way interagency voice communications system allowing for direct on-site communications between incident responders?	1.50	3.50	Existing mutual aid radio frequencies exists and the SIRV has radios for on-scene communications for responders without access to mutual aid frequencies, such as towing companies and Road Rangers.
4.3.1.2. Provide data and video information transfer between agencies and applications (TMC-CAD integration)?	1.00	3.50	Multiple agencies are putting incident data on websites that make accessible and the SMART SunGuide TMC is facilitating sharing of data with local agencies, i.e., BSO.

Key Areas of Improvement (Cont.)

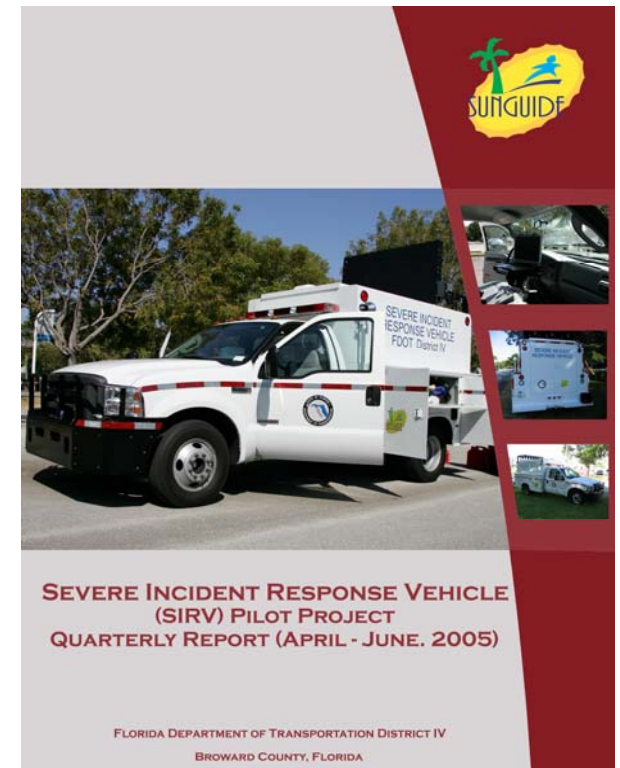
Question	2004 Score	2005 Score	Reason
4.3.2.1. Use Traffic Management Center(s) to coordinate incident notification and response?	3.00	3.50	The new SMART SunGuide TMC in Broward dispatches SIRV and is the focal point for two-way flow of information needed to coordinate incident response and status. Florida's Turnpike Enterprise also has similar two-way communication protocol and has a liaison at FHP dispatch
4.3.2.2. Have a developed technical infrastructure for surveillance and rapid detection of traffic incidents?	1.00	2.50	New CCTV and detection devices are currently being deployed on I-95, I-75 and I-595.
4.3.2.3. Have specific policies and procedures for traffic management during incident response (i.e. signal timing changes, opening/closing of HOV lanes/ramp metering)?	1.00	3.00	SIRV provides additional coordination for MOT and has successfully worked with other agencies to open lanes quicker. Traffic signal timing plans exist for diversion routes and procedures for implementing diversion routes.

Key Action Items

Question	2005 Score	Action Item
4.1.1.1 Multi-agency, multi-year strategic plans	2.00	-Use results from FHWA Self Assessment to develop a local TIM Strategic Plan and incorporate updates as part of the planning/funding process.
4.1.1.2 Formal inter-agency agreements	3.00	-Expand Open Roads Policy to include local agencies and identify multi-agency performance measures.
4.1.1.3 Field-level input into plans	2.00	-Have more field-level input into plans and possibly attending TIM Team meetings.
4.1.2.4 Conduct training through simulation or “in-field” exercises	2.00	-Develop recurring TIM training with field exercises.
4.2.2.4. Have mutually understood equipment staging and emergency lighting procedures on-site to maximize traffic flow past an incident while providing responder safety?	0.0	-Examine existing policies/laws and develop clear, consistent procedures to be incorporated into TIM training.
4.3.3.3. Provide motorists with travel time estimates for route segments	2.00	-Monitor ITS deployments and approval process for FDOT to post travel times on DMS.

SIRV Quarterly Update (Apr.-Jun. 2005)

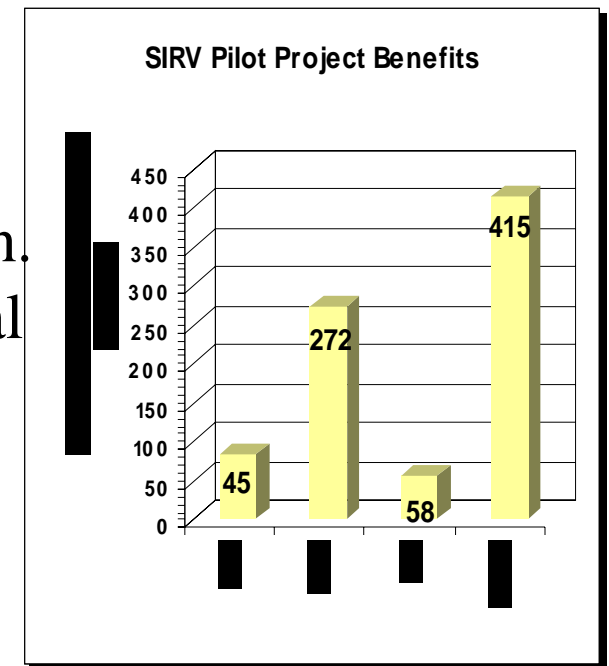
- Project Benefits
- Responding to Major Incidents
- Road Ranger Inspections
- Public Outreach



SIRV Quarterly Update (Apr.-Jun. 2005)

➤ Project Benefits

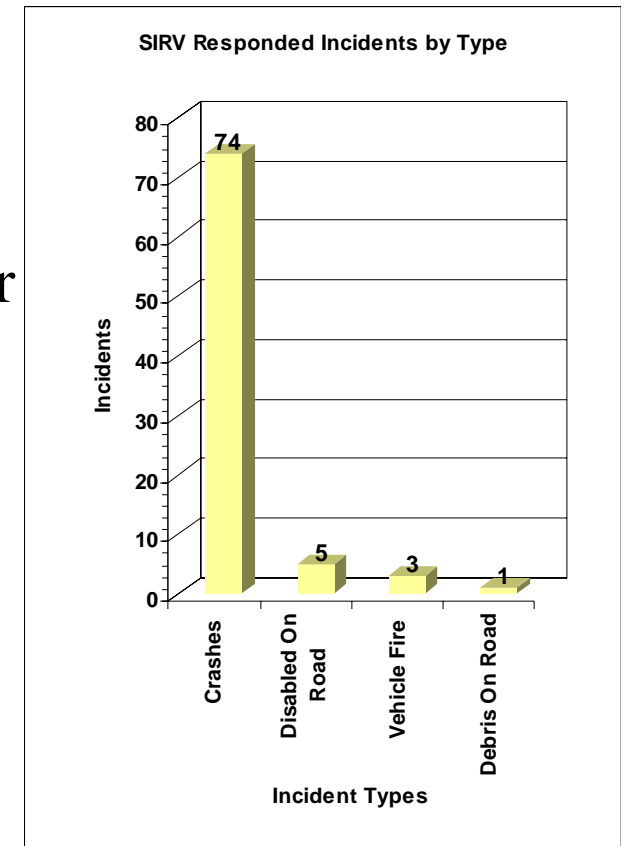
- Reduced Incident Durations at 18 incidents for a total of 415 min.
- Opened a lane, avoiding a full closure at 1 incident for a total 25 min.
- Relieved 5 Road Rangers for a total of 8-hrs and 15 min.
- Relieved 13 Law Enforcement Officers for a total of 24-hrs



SIRV Quarterly Update (Apr.-Jun. 2005)

➤ Major Incidents

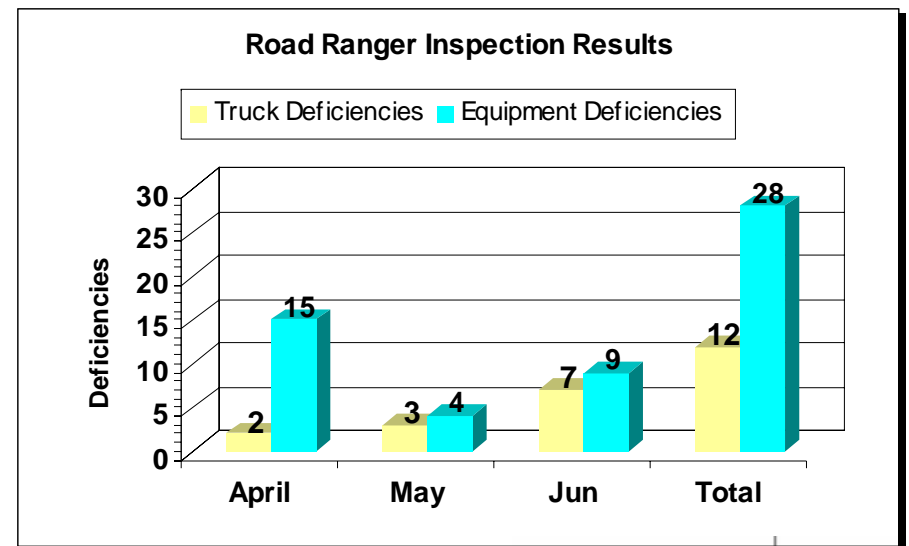
- Responded to 83 incidents
- 3 of the 83 incidents were on major arterials
- Equipment used:
 - Spill Absorbent – 950 pounds
 - Cones – 352
 - Flares – 258
 - Turbo flares – 96
 - Radios – Distributed 30 at 11 incidents
 - Flashlights
 - Rubber Gloves
 - Hand cleaning solutions
 - Paper Towels
 - Garbage bags



SIRV Quarterly Update (Apr.-Jun. 2005)

➤ RR Inspections

- 75 Inspections
- 12 truck deficiencies
- 28 equipment deficiencies
- Attending weekly RR Contractor meetings to quickly resolve issues





SIRV Quarterly Update (Apr.-Jun. 2005)

➤ Public Outreach Activities

- Outreach meeting with Broward Sheriff's District Chiefs
- Post Incident Analysis tanker truck rollover and fire
- State Emergency Traffic Plan meeting
- Outreach meeting with the National Highway Transportation Safety Administration
- Outreach at the Click it or Ticket Media Event
- Post Incident Analysis I-75 truck rollover
- SunGuide Broward TMC Grand Opening
- Outreach during DOT District Secretaries Meeting
- Attended Statewide Traffic Incident Management Meeting
- Attended Statewide Road Ranger Meeting
- Attended Community Traffic Safety Team Meeting



Road Ranger Update

- Road Ranger Tablet PC
 - Real-time communications between the field and TMC database
 - Eliminate hand written logs
 - Minimize verbal communication between the TMC and Road Rangers
 - Replace existing AVL
 - Testing underway this week

Road Ranger Update

Road Ranger Login Form

Truck:	<input type="text" value="T11"/>
Radio:	<input type="text" value="10"/>
Beat:	<input type="text" value="4"/>
Driver:	<input type="text" value="Charles Robbins"/>
Password:	<input type="password"/>

Road Ranger Update

Esc ~ ` ! @ # \$ % ^ & * () _ + = Bksp Home PgUp

Tab q w e r t y u i o p { [] \ | \ End PgDn

Caps a s d f g h j k l ; ' , < > . ? / \ Shift Del PrtScn

Ctrl Alt @ \ / \ Shift Insert Pause

Func ScrLk

Road Ranger Event Form - Microsoft Internet Explorer

New **Arrived** **Patrol** **Break** **Meal** **Service** **Inspection** **End Shift**

T11 on beat 4. Current status is: Patrolling since: 7/19/2005 10:51:37 AM

Dispatched Events: 66516: Accident I-95 N Beyond Griffin Rd. (SR 818)
131445: Accident I-95 N At Sample Rd. (SR 834)

Open Events: Select

Injuries: Select Injury

Blockage: Select blockage
Update Blockage

State: FL **Tag:** **Color:** Select Color

Vehicle: Select Make/Model **Add**

Activity: Select Activity **Add** **Edit**

Comment: **Add Comment**

Last updated: 7/19/2005 10:51:38 AM

Response Times: **Activities:**

Blockages:

Comments:

start Road Ranger Event F... 10:52 AM