

Joint Broward / Miami-Dade Traffic Incident Management Team Minutes

Meeting Date: 03/02/05
Meeting Time: 1:30 pm
Location: FHP Troop L, 14190 SR 84, Davie, Florida

Call Meeting to Order

Charles Robbins of DMJM Harris, called the meeting to order and self-introductions for all attendees followed. Mr. Robbins distributed the agenda and January Broward Meeting Minutes for review. No comments were made on the previous meeting minutes. He noted that at the last joint meeting, the regional TIM members decided to use the joint meetings to share information/activities instead of breaking into working groups.

I-595 /Turnpike Post Incident Analysis (PIA)

Tom Dickson, as the Severe Incident Response Vehicle (SIRV) Operator, attended the PIA for the tanker rollover and fire on the ramps from I-595 to the Turnpike. Tom provided an overview of the PIA.

The PIA was held on March 1, 2005 at the Davie Police Department. The PIA was sponsored by the Davie Fire Department. The overall opinion was that everyone handled the incident very well. As the SIRV Operator, Tom coordinated Maintenance of Traffic (MOT) provided by the Road Rangers, which closed 5 entrances to the Turnpike. MOT equipment on the SIRV vehicle was deployed to block off entrances and relieve police officers.

One of the suggestions that resulted from the PIA was to install piping along the interstate to provide water for fire suppression. Chief Madge from Davie Fire Rescue spoke to Bill Wang of FDOT regarding the piping. FDOT would be faced with having to install this in all areas but there are good justifications for this particular area because the high number of accidents. Chief Ferranti from Davie Fire Rescue priced the piping and it is very inexpensive. Mr. Robbins suggested working together in an effort to produce a cost benefit analysis to determine the amount of return received based on the investment.

In regards to that particular ramp, it was suggested that additional warning signs be used. The Turnpike does have initiatives to increase signage for the area. However it needs to be noted that the tanker truck involved in the incident passed a total of about 8 signs before the accident.

Contra-flow Plans

Next, Mr. Robbins introduced John Hibbard from PBS&J who gave a presentation on contra-flow plans for hurricane evacuations. PBS&J is under contract with the FDOT Central Office to hold a series of meetings to collect issues and concerns with the existing contra flow technical memorandum entitled Analysis of Florida's One-way Operations for Hurricane Evacuation. It was developed in the year 2000, post hurricane

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Floyd and was later revised again in 2002. The Technical Memorandum purpose is strategic and therefore is not of a technical nature. It is intended to be a statewide guidance document which delineates beginning and ending counter flow points and possible bottleneck areas. John emphasized the importance of local input into the Technical Memorandum Update. John explained that the FDOT Central Office does not want to dictate the contraflow plans; the detailed contraflow plans will still be developed by the Districts. For the overall plan, the Districts are to provide ideas and input on the best policies and guidelines to follow. Each District will supplement the statewide contraflow guidance document with its own contraflow plan for use on local interstates.

Subsequently, John introduced Ken Vorce from Gray Calhoun. Ken Vorce updated the TIM Team members on current contraflow plans for I-75's Alligator Alley between US 27 on the east end to the Corkscrew Road interchange to the west in Collier County. In June 2004 there was a District 4-sponsored I-75 contraflow workshop to review the plan and consider updating it, including the deployment of intelligent transportation system (ITS) devices along the route to support contraflow activities. Ken mentioned some key items discussed at the workshop:

- Contraflow provisions include operations only during daylight hours and making certain ahead of time that sufficient staff and resources are available.
- The FHP needs at least 24 hours notice before a contraflow plan is activated.
- Florida National Guard involvement is not a part of ongoing contraflow planning due to their need for at least 48 hours notice prior to deployment.
- The agencies must also monitor evacuation travel to gauge traffic levels.
- Ken recommended an operations manual for contraflow to help identify system requirements. He also recommended that the manual contain such specifics as the wording for alerts that would be posted on variable message signs (VMS) along the contraflow route.

TIM Members made the following suggestions as a result of the counter flow presentations:

- Reinforcing the shoulders for use by emergency vehicles.
- The plan should consider how to handle stranded motorists. Especially for remote highways like I-75 Alligator Alley.
- Conducting a cost/benefit analysis for creating more local shelters, thus reducing the amount of evacuees.
- Many from group asked why go through the effort if there is a high probability contraflow plans will not be implemented. TIM members pointed out that if the FDOT didn't implement the contraflow this past summer, then when will they?
- Partner with the local news media to educate them with regards to the counter flow procedures to better inform the public.

A copy of the contraflow presentations can be obtained by e-mailing a request to Charles Robbins at charles.robbins@dmjmharris.com

I-95 Diversion Route Plans For Miami-Dade County

Afterward, Angel Reanos from FDOT who is the TIM coordinator for District 6 gave a presentation on the methodology used by the Miami-Dade TIM Team to update the I-95 Diversion Route Plans for Miami Dade. The original I-95 Diversion Route Plans were developed 16 years ago. The goal is to upgrade the plans and make them simple to facilitate quick identification of primary and secondary routes. Eventually, there will be an effort to make the plans available via the internet for dissemination to different agencies.

For more details I-95 Diversion Route Plans for Miami-Dade County, see attached presentation.

SIRV Operations

Tom Dickson gave a SIRV Operator report with the following highlights for the month of January:

- Responded to 18 total incidents.
 - 1 – level 1 car fire
 - 1 - level 2 disabled tractor trailer
 - 13 - level 2 traffic crashes
 - 1 - level 3 traffic crash no injuries with debris removal
 - 2 - level 3 traffic crashes with a fatality
- Released 2 Road Rangers from scenes saving 126 service minutes.
- Deployed radios at two incidents. These radios were used effectively to assist in deploying equipment and opening lanes of traffic.
- Deployed a total of 29 cones.
- Sped up FDOT Maintenance notification at one incident.
- After a Road Rangers notification, a TMC Operator phoned FDOT Maintenance requesting they respond to a gravel spill. SIRV arrived on the scene 12 minutes later and made personal contact with the Maintenance Supervisor who had not yet been advised of the situation by his dispatcher. SIRV was able to start the call out process before the Supervisor was notified by his dispatcher as it would have been past notification procedures.
- Assisted the Broward County Sheriffs Department at an injury crash scene. Used truck, arrow board and cones to secure the scene. Used one bag of absorbent to stabilize a fuel spill. Received a positive commendation from BSO Supervisor on scene.

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