

Treasure Coast Traffic Incident Management Team Meeting Minutes – July 2010



Meeting Date: July 15, 2010

Meeting Time: 1:30 PM – 3:30 PM

Location: FDOT Treasure Coast Operations Building Room 3
3601 Oleander Ave.
Fort Pierce, FL 34982

Attendees: Listing Attached

Call Meeting to Order

Chuck McGinness of AECOM called the meeting to order. Introductions immediately followed.

REVIEW ACTION ITEMS/PREVIOUS MEETING MINUTES

There were no action items for review. To view the latest meeting minutes, visit www.smartsunguide.com/tim.aspx

UPDATES

ITS Project Update – Mickey Kelly, FDOT Treasure Coast Operations

Mickey reported that a problem was discovered during the ITS equipment testing with the uninterrupted power system (UPS) devices. Some of them were defective and had to be sent back to the manufacturer for replacement. He said this will result in a 30 day to 90 day delay. He's still hopeful that the system will be operating by the end of the year. This was Mickey's last meeting because he is retiring. On behalf of the TIM Team, Chuck offered Mickey thanks for his help with the ITS project reports during the past two years. Mickey's replacement is Jim Lee.

I-95 Construction – Chuck McGinness, AECOM

I-95 repaving from the St. Lucie/Martin County line north to S.R. 70: Nighttime lane and ramp closures expected through the project completion in December 2010.

I-95 overpass at SR 714: Two northbound lanes closed from 7 p.m. to midnight today for repairs.

Construction of southbound weigh-in-motion station, south of SR 714: All lanes open.

Road Ranger Program Update – Guy Francese, FDOT District Four

Treasure Coast contract with Anchor Towing was signed June 15, 2010. Service is slated to start on or about Sept. 1, 2010. The new Broward contract was awarded to Sunshine Towing, which is the current service provider. A bid protest had been filed, but was later withdrawn. Five proposals for the new Palm Beach contract are currently under review. The new Palm Beach contract begins Sept. 1, 2010.

Rapid Incident Scene Clearance (RISC) Update – Guy Francese, FDOT District Four

There have been no RISC activations since the last meeting on May 20, 2010.

TIM Self Assessment Results – Chuck McGinness, AECOM

Chuck reported that in 2009 we scored 32.8 %. The 2010 score improved to 38%. However, the 2010 score could change because it was discovered after the Self Assessment was submitted to the Federal Highway Administration that the wrong form was used. The new form, which included some additional questions, was completed by the TIM staff and submitted online. The new score will be available at the next meeting.

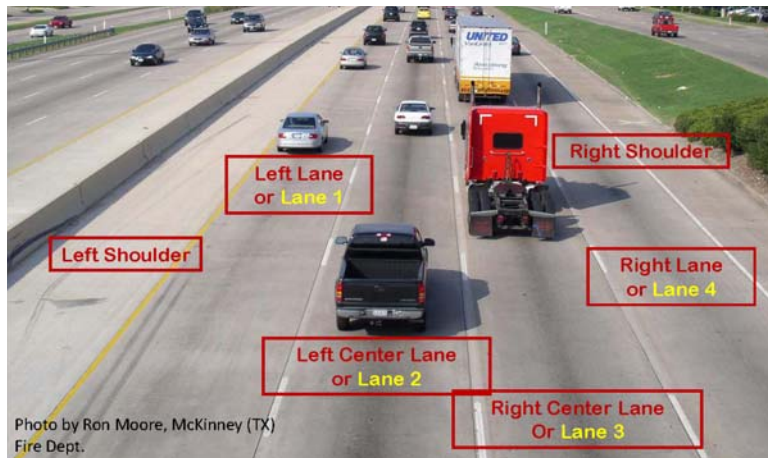
Traffic Incident Lane Designation Consensus Standard – Chuck McGinness, AECOM

The National Traffic Incident Management Coalition (NTIMC) created a survey for incident responders to adopt a national standard for lane designation.

Background – Nearly 100 years after the first Federal-Aid Road Act was passed by congress and 87 years after establishment of a uniform system of signs there still exists no single unified system for incident responders to designate lanes on our Nation's roadways. As a result, traffic incident responders use a variety of methods to identify and verbalize

which lane is occupied on a roadway. Creating a common and consistent terminology that can be used and during response to roadway incident will alleviate confusion and greatly improve communications during time sensitive responses to crashes and disabled vehicles. The intent of this technical brief is to generally recognize a consensus standard for roadway location designations for emergency responders responding to incidents and at the scene of traffic incidents of all types. Based on stakeholder support the consensus standard could be presented to the National Committee of Uniform Traffic Control Devices for consideration and potential publication in the Manual for Uniform Traffic Control Devices to facilitate broad implementation.

Issues – Emergency responders currently use locally established terminology to identify incident location, which for smaller roads includes plain language terms like “right lane”, “center lane” or “left shoulder”. The use of plain language terms becomes increasingly problematic when there are more than five travel lanes in each direction, including acceleration and deceleration, turn lanes or other unusual roadway configurations such as traffic circles. Variance in terminology can pose challenges when transmitting location information to incoming units to facilitate and expedite proper positioning of emergency vehicles to protect the incident responders and provide for safe passage of traffic. In some areas, neighboring jurisdictions or agencies actually use different terminology to describe the same lanes.



Recommendation – Traffic incident responders use plain English where possible to identify incident locations and lane numbers, starting left to right, when more than three lanes exist. When using lane numbers, the far left lane shall be called “Lane 1”. Each lane to the right is numbered sequentially 2 through the last lane. Plain English terminology on roadways with three or less lanes includes left, center, and right. Separated, high occupancy or dynamic tolling lanes that are physically separated shall be designated as HOV1 or HOT1 as appropriate. If the incident is located perpendicular, it shall be considered a separate roadway and identified as such, i.e. left hand exit lane. Shoulders should be identified using “right or left” and “shoulder”; i.e. left shoulder.

Implementation – Support from the NTIMC and its members would provide a pathway to engage relevant interest within the National Committee for Uniform Traffic Control devices, FHWA, and relevant Public Safety Government agencies to further consider and revise the recommendation offered above. Following broad consensus being achieved, training programs and descriptive outreach publications will enhance its implementation until a national standard can be enacted.

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PRESENTATIONS

Treasure Coast Road Rangers – Raul Corbo, Anchor Towing

Guy reported that the contract with Anchor Towing was executed June 15, 2010. A second “notice to proceed” will be executed when service is ready to begin. Anchor representatives Monica Savits, Lourdes Daniel and Raul Corbo introduced themselves to the TIM Team. In the future, Anchor will be giving regular updates at the TIM meetings. Guy said a kickoff meeting will be held with Anchor to review operational issues. Treasure Coast Road Rangers will be using the SLERS radio system. Raul reviewed the hours of operation, the limits of the beats, Road Ranger duties and the equipment on the Road Ranger trucks. Chris Stevens of Transfield Services asked about Road Ranger operations in Indian River County, where Transfield currently has the asset management contract and is responsible for picking up debris and long-term MOT at major incidents. Guy said Transfield will be invited to the kickoff meeting to review this issue. Anchor brought one of its Road Ranger trucks and after the meeting Team members went outside to look at the truck.

2009 Florida Traffic Fatalities – Chuck McGinness, AECOM

Chuck presented statistics from the 2009 Florida Traffic Fatality report, which showed that the statewide traffic fatality rate had dropped to 1.3 fatalities per 100 million miles of travel, the lowest rate ever reported in Florida. He then reviewed the statistics from the Treasure Coast counties from 2007 to 2009 and how they compared to the statewide numbers. In 2007, Martin County had 26 fatalities, St. Lucie had 44, Indian River had 23, Okeechobee had 14. Statewide there were 3,221 fatalities. In 2008, Martin County rose to 30, St. Lucie dropped to 33, Indian River increased to 26, and Okeechobee fell to 9. Total statewide fatalities dropped to 2,983. In 2009, Martin had 33 fatalities, St. Lucie had 38, Indian River had 23 and Okeechobee had 14. Statewide there were 2,563 incidents, the lowest of all three years.

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Reasons cited for the decline include having a primary seat belt law in place and enforceable, conducting education campaigns (teen drivers, texting while driving, motorcycle safety, etc.), and being proactive, strategic enforcement (DUI, aggressive driving, etc.). Some other reasons include safer vehicles, safer roads, improved EMS, fewer drivers (poor economy), tougher penalties for repeat offenders, and TIM programs (safe, quick clearance to reduce responder injuries/fatalities and secondary crashes).

Post Incident Analysis Review: May 25, 2010 I-95 SB at Mile Marker 92 (Martin County) Crossover crash with fatality and full closure – Chuck McGinness, AECOM & Sgt. Gary Armstrong, Florida Highway Patrol

The crash was reported to the FHP at 7:53 a.m. and the first trooper arrived on the scene at 8:17 a.m. Sgt. Armstrong said a northbound vehicle on I-95 was apparently cut off near Mile Marker 92. The driver of the vehicle overcorrected, traveled through the median and was struck by four southbound vehicles. The driver died at the scene. Southbound traffic was diverted off I-95 at Bridge Road. Traffic in the backup was eventually allowed to proceed on the inside median shoulder shortly after 9 a.m. All southbound lanes were reopened after 11 a.m. Sgt. Armstrong showed photographs of the crash scene. A discussion followed about the need to install median guardrails to prevent crossover crashes. Chuck presented information about the installation of a median guardrail in Palm Beach County in 1993-94 following a rash of crossover crashes from 1987 to 1993 that resulted in 44 fatalities. FHP Capt. John Cataldo said he would like to see a median guardrail installed in the unprotected areas of I-95 on the Treasure Coast. A median guardrail is included in future plans to widen I-95.

Post Incident Analysis Review: June 17, 2010 I-95 SB at Mile Marker 135 (St. Lucie County) – Chuck McGinness, AECOM & Trooper Ryan Yunas, Florida Highway Patrol

A recreational vehicle fire was reported at 10:37 a.m. on southbound I-95 at MM 135. A trooper who was on his way home was the first on the scene and closed both southbound lanes. The RV was on the outside shoulder. Trooper Yunas said when he arrived two propane tanks had erupted and flames were shooting across both southbound lanes. Northbound lanes were closed as a precautionary measure. St. Lucie Fire had trouble getting to the scene because of the traffic backup, but eventually got the fire under control. St. Lucie sheriff's deputies assisted with traffic control, diverting southbound traffic off I-95 at Indrio Road. Kauff's Towing was called and arrived with a rotator and lowboy trailer to remove the damaged RV. FDOT maintenance crews were called to inspect the roadway for damage. One southbound lane was reopened at 11:15 a.m. and the second southbound lane reopened at 12:30 p.m. There was a discussion if RISC should have been activated. Trooper Yunas said he did not believe so because the RV was off the roadway. Northbound lanes were only closed for about 10 minutes and one southbound lane was open less than 45 minutes after the incident was reported.

Open Discussion – All

Chuck showed pictures of tow bikes used for incident management in Japan. There was a light-hearted discussion about using the tow bikes for incident management on I-95.

Chuck also reported that Broward/Palm Beach TIM Coordinator Mike McGee has updated the FDOT District Four Incident Response Manual. The manual contains Standard Operating Guidelines for incident responders. Chuck asked Team Members to review the copy of the IRM on the TIM website and submit any comments or questions.

Action Items

None at this time.

Attendees:

Armstrong	Sgt. Gary	FHP
Bernas	Dennis	St. Lucie Sheriffs Office
Corbo	Raul	Anchor Towing
Cureton	James	FDOT
Daniel	Lourdes	Anchor Towing
Doubleday	Doug	Tri-County Towing
Driscoll	Warren	KW Wrecker
Duran	Carlos	St. Lucie County Fire District
Francese	Guy	FDOT District Four
Gove	Lt. Steve	FDOT - MCCO

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Herndon	Kevin	St. Lucie County Fire District
Kelly	Mickey	FDOT Maintenance – Treasure Coast Operations
Lee	James	FDOT
McGinness	Chuck	Treasure Coast TIM Coordinator
McKissack	Ed	Florida's Turnpike
Mittwede	Kurt	St. Lucie County Sheriffs Office
Murphy	Bob	Project Consultant Manager
Needham	David	SMART SunGuide Broward RTMC
Ruckert	Nathan	FDOT District Five
Savits	Monica	Anchor Towing
Sparks	John	Florida's Turnpike
Stevens	Chris	Transfield Services
Stewart	Sgt. James	Indian River County Sheriffs Office
Suteu	Gus	AECOM
White	Helena	PB Vista TMC
Yingling	Forrest	Martin County Sheriffs Office
Yunas	Trooper Ryan	FHP