

Treasure Coast Traffic Incident Management Team Meeting Minutes – September 2010



Meeting Date: November 18, 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

None for review, to view the latest meeting minutes, visit www.smartsunguide.com/tim.aspx

UPDATES

Intelligent Transportation Systems (ITS) Project Update – Gus Suteu, AECOM

Gus gave an update on the current ITS deployment in the Treasure Coast. The 30-day burn in period was completed without any major problems. The project is currently in day 34 of the final 90-day test period. There are a total of 70 cameras and 12 Dynamic Message Signs (DMS) and all are operational through the state software called SunGuide. The Broward Regional Transportation Management Center (RTMC) currently handles incidents in the Treasure Coast and operates all ITS devices.

I-95 Construction – Chuck McGinness, AECOM

I-95 repaving from Bridge Road to Kanner Highway: Daytime lane closures – 8 a.m. to 5 p.m. Completion early 2011.

I-95 repaving and landscaping from St. Lucie/Martin County line to Okeechobee Road/SR 70: Nighttime lane and ramp closures – 8 p.m. to 6 a.m. Completion December 2010.

Construction of southbound weigh-in-motion station, south of SR 714: All lanes open. Completion spring 2011.

Road Ranger Program Update – Chuck McGinness, AECOM

Statistics on the first two months of operation are:

Number of assists:

- September 2010 assists – 1,263
- October 2010 assists – 1,418

Two month total – 2,681

County Breakdown:

- Martin – 48%
- St. Lucie – 34%
- Indian River – 14%
- Palm Beach – 4%

Type of assists:

- Disabled vehicles – 1,691
- Debris on roadway – 359
- Crashes – 77
- Abandoned vehicles – 238
- Pedestrians – 31
- Vehicle fire – 3
- Other – 286



Martin County

- Disabled vehicles – 857
- Debris on roadway – 119
- Crashes – 32
- Abandoned vehicles – 106
- Pedestrians – 14
- Vehicle fire – 1
- Other – 155

St. Lucie County

- Disabled vehicles – 531
- Debris on roadway – 182
- Crashes – 24
- Abandoned vehicles – 87
- Pedestrians – 11
- Vehicle fire – 1
- Other – 81

Indian River County

- Disabled vehicles – 229
- Debris on roadway – 55
- Crashes – 14
- Abandoned vehicles – 34
- Pedestrians – 6
- Other – 30

Rapid Incident Scene Clearance (RISC) Update – Chuck McGinness, AECOM

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.

The first RISC activation for the Treasure Coast occurred Wednesday, November 11, 2010 at 0251 hours. The incident involved a crash between a tractor trailer and pickup truck and took place on I-95 northbound at Midway Rd. Responding agencies include Florida Highway Patrol, Broward Regional Transportation Management Center which activated RISC, Treasure Coast Road Rangers, St. Lucie County Fire District, Tri-County Towing, and FDOT D4 Fort Pierce Maintenance. A post incident analysis on the RISC event took place following the TIM meeting.

TIM in '10/TIM Outreach – Chuck McGinness, AECOM

First responders to be trained with TIM in '10 video are approximately 2,202. A total of 19 agencies have received the video.

Florida's Turnpike Specialty Towing & Roadside Repair (STARR) Program – Jim Hilbert, Florida's Turnpike

This program serves all levels of towing & roadside service needs. It is a 24/7 expedited response. Skilled and trained staff is hired for the program. The trucks are stocked with adequate equipment. Conducted a partnership with Law Enforcement and use safe, quick clearance goals.

STARR is a towing program that:

- Wrecked vehicles from FHP crash scenes by zone dedicated, contracted towers
- FHP calls for repairs or towing for motorists
- Expedited committed response times
- Backs-up Road Rangers
- Tows and impounds vehicles after an FHP arrest
- Non-lane blocking commercial vehicle incidents
- Motor Club/AAA Calls
- Hurricane Evacuation Plan Wrecker Support

Insta-Tow Techniques

- 30-minute Maximum Response Required

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- TMC Camera Activation with FHP approval
- Relocation or Tow
 - Owner's request
 - FHP impound/storage

Performance Reviews

- Equipment and Training
- Customer satisfaction
- TMC and Responder input

Permit Fees for Each Zone

- Turnpike monitors/approves customer charge rates

The program began June 15, 2009. There have been 10,020 FHP calls through Sept. 19, 2010. Quick-response commitments achieved an average of 85% of the time and average response time program of 19 minutes, 20 seconds.

PRESENTATIONS

Hybrid Vehicle Electrical Dangers – Lt. John Richardson, Martin County Fire Rescue

Lt. Richardson said there are two primary safety concerns for first responders with hybrid vehicles. For fire fighters, the biggest concern is having the vehicle move while extricating a victim. Even though the engine may be off, the vehicle can still move if the battery is not disconnected. The other concern is the high-voltage cables in the vehicle that could be damaged in a vehicle fire or crash. There are easy ways to disconnect the battery in these situations. Lt. Richardson and Dennis Speck, a master diagnostic technician with Bev Smith Toyota in Fort Pierce, conducted a demonstration of these issues using a Toyota Prius. Safety information for first responders on hybrid vehicles can be found at the following websites: www.emergencytrainingsolutions.com/ETS/hybrid_vehicle_info.htm and www.extrication.com/erg.htm

Manual on uniform Traffic Control Devices (MUTCD) Revisions – Chuck McGinness, AECOM

Changes were made to Chapter 6I: Control of Traffic through Traffic Incident Management Areas.

Changes in Traffic Incident Management:

- A reference is made to the Incident Command System (ICS)
- All on-scene responders and news media personnel should wear high-visibility apparel
- Light sticks may be used in lieu of flares
- Information added concerning positioning of emergency vehicles

Section 6I.01: General

1. The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes
 - A traffic incident management area is an area of a highway where temporary traffic controls are installed as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident.
2. Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:
 - Major – more than 2 hours
 - Intermediate – 30 minutes to 2 hours
 - Minor – under 30 minutes
3. The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes and will preclude unnecessary use of the surrounding local road system.
 - On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this manual.
 - On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning.



- All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.
4. High-visibility safety apparel
 - Required for all workers within the public right of way
 - Applies to all roads, not just those on the Federal-aid system
 - Option for law enforcement and first responders to use new ANSI “public safety vests”
 - Firefighters and law enforcement are exempted from the requirement under certain conditions
 5. Emergency vehicles should be *safe-positioned such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in such a manner that does not interfere with the established temporary traffic flow. (*Safe – Positioned: the positioning of emergency vehicles at an incident in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene, while minimizing, to the extent practical, disruption of the adjacent traffic flow.)
 6. Warning and guide signs used for TTC traffic incident management situations may have a black legend and border on a fluorescent pink background

Section 6I.02: Major Traffic Incidents

- All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.
- Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.
- When light sticks or flares are used to establish the initial traffic control at incident scenes, *channelizing devices should be installed as soon thereafter as practical. *Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and longitudinal channelizing devices. Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way.
- The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.
- The light sticks, flares and channelizing devices should be removed after the incident is terminated.

Section 6I.03: Intermediate Traffic Incidents

- All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.
- Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.
- When light sticks or flares are used to establish the initial traffic control at incident scenes, *channelizing devices should be installed as soon thereafter as practical. (*Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and longitudinal channelizing devices. Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way.)
- The light sticks or flares may remain in place if they are being used to supplement the channelizing devices. The light sticks, flares and channelizing devices should be removed after the incident is terminated.

Section 6I.04: Minor Traffic Incidents

- Diversion of traffic into other lanes is often not needed or is needed only briefly.
- When a minor traffic incident blocks a travel lane, it should be removed from that lane to the shoulder as quickly as possible.

Section 6I.05: Use of Emergency Vehicle Lighting

- The use of emergency lighting is essential, especially in the initial stage of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident.
- Emergency vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night.

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- The use of emergency vehicle lighting can be reduced if good traffic control has been established at an incident scene.
- If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency vehicle lighting.
- Special consideration should be given to reducing or extinguishing forward facing emergency vehicle lighting, especially on divided roadways, to reduce distractions.
- Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination or to provide notice of an incident response vehicle being in an unexpected location, should be turned off at night.

Tapers:

- Guidance on lengths of short tapers and downstream tapers
- New alternating diamond display to indicate caution on an arrow board

Special Events:

- TTC plan should be developed for planned special events that will impact traffic

Highway Lane Closures

- Arrow board shall be used for all freeway lane closures
- Separate arrow board shall be used for each closed lane for multi-lane closures

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.

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.

Federal Highway Administration (FHWA) TIM Workshop – Chuck McGinness, AECOM

Workshop Objectives

- Understand the importance of TIM programs in the overall context of safe, efficient system operations
- Recognize common elements/activities of good TIM programs
- Improve universal understanding of TIM processes and strategies and their application to incidents
- Identify localized TIM needs to collectively develop strategies for enhancement

Action Plan

- Analyze incident information and highlight benefits to procure safety funding (i.e. Road Rangers)
- Establish clear definition of "secondary crash" and gather statistics
- Outreach to government agencies (mayors, city/county commissions, MPOs) to bring recognition to TIM Teams
- Revisit state Opens Road Policy
- Reconvene statewide multi-disciplinary TIM meetings
- Strengthen law on moving abandoned vehicles from distress lanes/shoulders
- Use of common terminology on incident scene clearance/roadway clearance/lane designation
- Develop module training for individual agencies and their TIM roles/responsibilities/multi-disciplinary training
- Increase awareness of statewide spill mitigation policy (vehicle fluids) to responding agencies



Post Incident Analysis Review: October 1, 2010 6:00 a.m. – I-95 NB at MM 133 (St. Lucie County) – Rest Area Fatality / HAZMAT – Battalion Chief Kyle Stirrat, St. Lucie County Fire District

The incident occurred October 1, 2010, at the northbound I-95 rest area at Mile Marker 133. A motorist parked at the rest area and committed suicide by mixing chemicals to create deadly hydrogen sulfide gas. The motorist left a sign in the windshield warning responders of the presence of the deadly gas. St. Lucie County Fire District's Special Operations team responded and asked Florida Highway Patrol to evacuate and close the rest area. A HAZMAT team in full protective gear broke out the car windows and opened the doors to ventilate the vehicle. The level of hydrogen sulfide gas was measured at 200 parts per million, which would have been deadly to anyone breathing the gas. The HAZMAT team removed the body and neutralized the vehicle so it could be towed.

Assistant Chief Carlos Duran said the phenomenon of hydrogen sulfide suicide is a world-wide problem. It started in Japan about two years ago and has spread to the United States. As of November 1, 2010, there were a reported 29 chemical suicides in the United States, including six in Florida. The Central Florida Information Exchange put together a PowerPoint presentation for first responders on how to handle these situations. First responders are most vulnerable because they react instinctively to help someone or save someone's life. There is not always going to be a sign warning them of the danger. One of the telltale signs of hydrogen sulfide gas is the "rotten egg" smell. If responders notice this smell, they should immediately retreat and call for HAZMAT.

Vana Kinchen said FDOT maintenance personnel were trained on how to handle these situations following two chemical suicides in north Florida. In this case, rest area personnel took the proper precautions.

The rest area was closed for approximately six hours. Fire Rescue determined there was no need to close the highway. However, if the incident occurred on the shoulder, the northbound lanes of I-95 would have been closed.

Following the meeting, the TIM Team put together a special advisory on Hydrogen Sulfide Suicide Awareness for First Responders and distributed it to all TIM Team members in District Four.

Tire Safety – Chuck McGinness, AECOM

Chuck stressed the importance of tire safety for both first responders and motorists. There have been two recent incidents in which people were killed or severely injured while changing flat tires along I-95.

Road Ranger Road Ranger assists for flat tires

- September – 209
- October – 257

Tire Safety Tips

- Constant exposure to debris on shoulders
- Scan shoulder for debris while braking or accelerating
- Maintain correct tire pressure
 - Including spare
- Inspect tires for damage, cuts, gouges, punctures
- Flat repair kit including air source
 - Plug kit
 - Fix a Flat

Open Discussion – All

Nothing at this time

Action Items

None at this time

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Attendees:

Armstrong	Gary	FHP
Chaney	Catherine	St. Lucie County Fire District
Corbo	Raul	Anchor Towing
Devitt	Claudia	Transfield Services
Doubleday	Doug	Tri-County Towing
Duran	Chief Carlos	St. Lucie County Fire District
Francese	Guy	FDOT District Four
Greene	Thomas	FDOT District Four Treasure Coast Operations
Harless	Tim	St. Lucie Co Sheriff
Hilbert	Jim	Florida's Turnpike
Kennedy	Patrick	TBE Group
Kinchen	Vana	FDOT Treasure Coast Ops
McGee	Mike	AECOM
McGinness	Chuck	Treasure Coast TIM Coordinator
McKissack	Ed	Florida's Turnpike
Mittwede	Kurt	St. Lucie County Sheriffs Office
Murphy	Bob	Project Consultant Manager
Myers	Kurt	St. Lucie Co Public Safety
Needham	David	SMART SunGuide Broward RTMC
Ortiz	Adrian	Anchor Towing/TC Road Rangers
Richardson	John	Martin County Fire Rescue
Ridenour	Greg	AECOM/SIRV
Slay	Bud	Okeechobee County Sheriffs Office
Speck	Dennis	Bev Smith Toyota
Snow	David	St. Lucie Co Sheriff
Stevens	Chris	Transfield Services
Stewart	Sgt. James	Indian River County Sheriffs Office
Stirrat	Kyle	St. Lucie Co Fire District
Suteu	Gus	AECOM
Wouters	Daniel	Martin County Fire Rescue