

# Treasure Coast Traffic Incident Management Team Meeting Minutes – September 2010



**Meeting Date:** September 16, 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**

TIM Self Assessment Results – Chuck reviewed the scores with the TIM team. Chuck stated that after the 2009 Self Assessment results were submitted to the Federal Highway Administration it was discovered that the wrong form was used. The Self Assessment was completed on the new form and re-submitted to FHWA, but the final score did not change. Treasure Coast TIM team went from 32.8% in 2008 to 38% in 2009. Chuck stated that as the ITS devices come online and the Road Ranger program is more established, the Treasure Coast TIM team score will increase.

Traffic Incident Lane Designation Consensus Standard – Chuck briefly reviewed the proposal from the I-95 Corridor Coalition that was presented at the July meeting. The consensus of the Treasure Coast TIM team was to accept the Coalition's recommendation. On highways with three or fewer lanes, the lanes will be designated as "left, center, right." On highways with more than three lanes, the lanes will be numbered from left to right. This was also the consensus of the Broward and Palm Beach TIM teams.

To view the latest meeting minutes, visit [www.smartsunguide.com/tim.aspx](http://www.smartsunguide.com/tim.aspx)

## **UPDATES**

### **ITS Project Update – Gus Suteu, AECOM**

All devices are installed in the field and the signs are displaying test messages. For the next 30 days, the subsystem will be tested and the burn in period is another 90 days. Operation of all ITS devices is expected to be mid January of 2011.

### **I-95 Construction – Chuck McGinness, AECOM**

I-95 repaving from Bridge Road to Kanner Highway: Two lanes closed for a mile at a time from 8 p.m. to 6 a.m. Completion early 2011

I-95 repaving and landscaping from St. Lucie/Martin County line to Okeechobee Road/SR 70: All lanes open until November. 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**

On August 24-25, the new Treasure Coast Road Rangers participated in a training program by the Florida Department of Transportation. There were approximately 21 people in attendance and all participants received certificates upon completion. The training included safety, Maintenance of Traffic (MOT), security, HAZMAT. Prior to the training, the Treasure Coast Road Rangers participated in a statewide MOT class at the Anchor Towing building in Stuart.

On September 3, a media day event took place at the I-95 rest stop in Martin County. Both print and TV news media were there to cover the new Road Ranger program that was preparing to start the following Monday. Interviews and photos were taken throughout the day with FDOT District Four Road Ranger program manager Guy Francese and FHP Capt. John Cataldo.

On September 6, the Treasure Coast Road Ranger program went live at 6am. News media were present to do "live" coverage of the program.

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Chuck reviewed some statistical data for the first week of the Treasure Coast Road Ranger program. There were 27 abandoned vehicles, 15 crashes (which include two lane blocking events and one full closure), 45 debris, 217 disabled vehicles (which include two lane closures), three pedestrians, one vehicle fire (full closure), and 46 Gone on Arrival/Other.

Totals per county are Martin County had 172 events, St. Lucie County had 140 events, and Indian River County had 42 events. A total of 354 events occurred in the first week of operations.

Chuck read a report from Lt. Soesbe of the St. Lucie County Sheriff's Office about a crash that occurred Sept. 9 on SB I-95 near MM 133. The crash occurred just past a curving overpass and speeding traffic posed a hazard for responders. Lt. Soesbe said the Road Rangers took control and set up MOT with their cones and arrow boards, causing traffic to slow to 20 mph. Lt. Soesbe said the Road Rangers were "a big help" and did a "Class A job." Sgt. Mittwede of the St. Lucie County Sheriff's Office further explained how he worked with the Road Rangers to adjust the MOT to provide better protection for responders at the crash.

### **Rapid Incident Scene Clearance (RISC) Update – Mike McGee, AECOM**

Mike McGee reviewed RISC #6. On Wednesday, September 8, 2010 at 2:51 a.m., a rolled over tractor trailer crashed and engulfed in flames 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 to the incident. The weather was unfavorable as it was raining. Palm Beach County Fire Rescue was dispatched at 2:52 a.m. and arrived on scene at 2:58 a.m. FHP advised their dispatch to activate RISC at 3:02 a.m. FHP contacted the RTMC at 3:03 a.m. The RTMC 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 to be clear by SIRV 2 at 7:45 a.m. Total clearance time was two hours and 56 minutes. There were encountered problems with the debris recovery. The unbound PVC pipes shifted or slid when gathered or lifted. FDOT Maintenance was on scene for a damaged light pole and concrete road surface damage. FDOT Department of Environmental Protection (FDEP) was on scene. The fuel spill was either dissipated by the rain and/or consumed in the fire. FDEP took no action.

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

Chuck stated that the TIM in '10 video, TIME 4 Safety, was distributed to all first responder agencies in the Treasure Coast. The total number of first responders to be trained is 2,202 and the total number of agencies that received the video is 19.

For the month of August, Chuck gave presentations on the TIM Program to Martin County Sheriffs Office and to a joint meeting of the St. Lucie County Fire District/St. Lucie County Sheriffs Office. In September, Chuck will be visiting the Indian River County Sheriffs Office/911 Communications Center.

## **PRESENTATIONS**

### **Unified Command – Charlie Brush, State Fire Marshal Safety Program Manager**

Charlie talked about the importance of unified command practices for police and fire rescue at crash scenes. Charlie explained that each agency has a certain role that they play on a scene. For example, law enforcement does traffic control and investigations; fire rescue does suppression, assist/treat patients, and creates a safe area; and EMS assists with patient treatment and transports the injured.

Charlie stressed the importance of situational awareness on scenes. He discussed the three major questions that come up in an incident: 1) what has happened; 2) why it happened; and 3) what is going to or what can happen next. He ended the presentation by saying unified command should be a part of every incident that occurs to prevent any further misfortunes or preventable injuries to any first responder.

### **FHWA 2010 TIM Handbook – Chuck McGinness, AECOM**

The FHWA 2010 TIM handbook supersedes the Freeway Incident Management Handbook (1991) and TIM Handbook (2000). It also includes advances in TIM programs and practices across the country and offers insights into the latest innovations in TIM tools and technologies. Chuck reviewed the various sections of the handbook with the team.



FHWA's objectives include reducing congestion which is a key goal of US DOT's FY 2006-2011 Strategic Plan, improving traffic incident management which can reduce congestion, and to have a shared understanding of each group's roles which is crucial to improving responder effectiveness.

The TIM benefits include faster incident detection and response, reduce incident duration and secondary crashes, increase responder safety, reduce wasted fuel consumption, and reduce pollutants.

The TIM strategic program elements detail the programmatic structure and institutional coordination necessary for a successful TIM program. Those elements include building a TIM program, a summary of the states' best practices, TIM membership and activities, performance measures (roadway clearance time, incident clearance time, reduce secondary crashes, etc.).

The TIM tactical program elements describe the full range of on-scene operations. Those elements are responder roles and responsibilities, incident command/unified command, investigating fatal incidents, safe, quick clearance laws and policies ("Move It" and "Move Over" laws), service patrols for incident response, responder and motorist safety (safety apparel, vehicle placement, emergency lighting).

TIM support program elements describe the communication and technical aspects of successful TIM programs. Those elements include strategic communications (practices and protocols while managing an incident), tactical communications (talk between a PSAP and TMC and between responders on scene), support communications (activation of non-traditional resources), public address communications (traveler information, alerts, press briefings).

If you would like to know more about the TIM handbook, visit, [http://www.ops.fhwa.dot.gov/eto\\_tim\\_pse/publications/timhandbook/tim\\_handbook.pdf](http://www.ops.fhwa.dot.gov/eto_tim_pse/publications/timhandbook/tim_handbook.pdf)

### **I-95 Corridor Coalition Traffic Incident Management Best Practices - Chuck McGinness, AECOM, Tom Dickson, AECOM, and John Sparks, Delcan**

Chuck 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.

- 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 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)
- Florida's Turnpike – debriefs for major incidents
  - Each RISC incident is subject to a post-incident review to analyze incident execution, identify and correct errors, and recommend future courses of action.

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- A proven no-fault means to discuss each incident and identify successful processes and potential solutions for problems.
- The STEALTH report includes an incident timeline with FHP and FTE Traffic Management Center (TMC) entries and the results of the review.
- Lessons learned used to improve safety and reduce the clearance times of subsequent incidents.
- **STEALTH: Set time** – within one week; **Tone** – nameless, rankless; **Execution** – versus objective; **Analyze** – errors; **Lessons Learned** – become a new objective; **Tie** the lessons learned – and the new objective into future plan; **High note** – end debrief on a positive summation.

### 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)

### Incident Response Programs (Vehicles)

- FDOT D4 – Severe Incident Response Vehicle (SIRV) responds to major incidents (two hours or more); incident commander for FDOT activities.
- Equipment carried on SIRV vehicles
  - Roof Mounted Arrow Board for MOT
  - Spill Pads and Containment Pools
  - Over 300 Standard Flares
  - Roadway Repair Supplies
  - Emergency Scene Signs
  - High Intensity Lighting
  - Brooms and Shovels
  - 100 Traffic Cones
  - Electronic Flares
  - Spill Absorbent
  - Bottled Water
  - Extra Fuel
- Training includes Incident Command Procedures
  - National Incident Management System (NIMS)
  - Hazardous Material (HAZMAT) Mitigation
  - Advanced Maintenance of Traffic (MOT)
  - Incident Quick Clearance Procedures
  - Emergency Vehicle Operations
  - First Responder
  - Incident Documentation
- SIRV benefits in 2009 were 526 responses, with a total of 16,971 minutes saved which includes Road Rangers, fire department, tow companies, law enforcement and FDOT maintenance.
- Safety Patrol Incident Response (Florida's Turnpike)
  - GVWR 16,000 lbs - Dual rear wheels
  - HO Turbo Diesel
  - Extended cab / crew cab
  - Utility body
  - Rollup side compartment doors

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- Windows in rear doors
- Dynamic Message Sign
- Push bumper
- Receiver hitch
- 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.
  - Maximum customer fees set (based on County rates) and invoices reviewed by Turnpike.
  - STARR Operators are certified by the Towing and Recovery Association of America (TRAA) and trained to work safely under high-speed conditions.
  - STARR service vehicles and facilities are inspected to meet Turnpike specifications and are identified by a Turnpike decal.
  - Monthly meetings are held with each vendor.
  - Vendors are a key part of Turnpike Hurricane Evacuation Plan.
  - During the first year of the program (June '09 – June '10), STARR vendors responded to 7,731 FHP-dispatched calls. Vendors met their required quick-response timeframes 84% of the time, with an average response time of 20 minutes and six seconds.
  - Light duty wrecker specifications include twin winch light duty wrecker with an under-reach and flatbed or roll back, all are inspected by the turnpike.
  - First year vendor performance
    - Excalibur: 17:20 Arrival Time (25:00) – 88%
    - SIRT: 16:09 Arrival Time (20:00) – 80%
    - Westway: 24:11 Arrival Time (30:00) – 79%
    - Tri-County: 21:08 Arrival Time (30:00) – 84%
    - FTT, LLC: 25:52 Arrival Time (40:00) – 89%
    - Johnson’s: 18:24 Arrival Time (30:00) – 92%
    - Car Store: 25:19 Arrival Time (30:00) – 76%
- Rapid Incident Scene Clearance (RISC) – Florida’s Turnpike Program
  - 2010 – 19 Events



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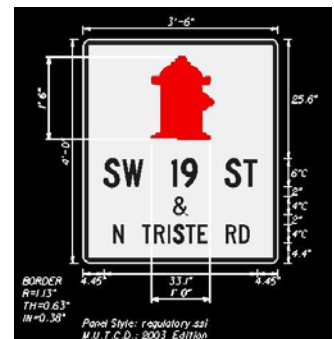
- 2009 – 76 Events
- 2008 – 74 Events
- 2007 – 104 Events
- Requirements - (2) 50-ton Class C wreckers (at least one a rotator) and a support truck must arrive within 60 minutes after activation, roadway must be cleared within 90 minutes after Notice To Proceed is given.
- Texas – Safe Clear Towing Program 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.



### Post Incident Analysis Review: August 6, 2010 I-95 NB at Mile Marker 87 (Indiantown Rd.) 28 separate crashes with full closure – Chuck McGinness, AECOM & Lt. Chris Cribbs, Florida Highway Patrol

This incident that occurred on NB I-95 past Mile Marker 87 was caused by a single vehicle losing control and veering off the roadway. It caused a domino effect for vehicles traveling behind it. The weather played a large factor in the 28 separately recorded crashes. There were torrential rains and visibility was limited. The full lane closure lasted for about an hour to an hour and a half. Mike Scheidt of Kauff's Towing brought up a concern that the queue was not relieved and congestion backed up for about four miles. This caused a delay for emergency vehicles and towing responders.

### Open Discussion – All

Chuck briefly discussed a report from Allstate Insurance that ranked Port St. Lucie as the safest driving city in Florida and No. 30 nationally. A representative of the Port St. Lucie Police Department said he did not agree with the report findings and explained why.

Chuck also discussed the U.S. Department of Transportation's 2009 fatality report. The report showed that highway deaths fell 9.7 percent in 2009 to 33,808, the lowest number since 1950. Florida led the way with 422 fewer deaths. Chuck said some of reasons cited in the federal report for the decline were similar to those mentioned in the 2009 Florida Fatality report that was discussed at the July meeting. These include safer cars with side air bags and anti-rollover technology; an increase in seat belt use, and a decrease in the number of vehicles on the road due to the downturn in the national economy.

John Sparks of Delcan handed out a report on the Southern Traffic Incident eXchange (STIX) incident reporting criteria. The handout describes STIX and the criteria for reporting incidents to STIX/NaviGator. For more information on STIX, visit <http://www.i95coalition.org/i95/Home/WhatsNew/tabid/194/selectedmoduleid/878/ArticleId/42/ren/r/Default.aspx>.



**Action Items**

- Lt. Chris Cribbs of FHP asked if SIRV would be coming to the Treasure Coast anytime soon and if so when.  
Resolution: It is not currently in the work program budget.

**Attendees:**

Barbato	Dan	Target Engineering
Burkeem	Brian	Indian River County Fire Rescue
Cadill	Ben	Port Saint Lucie Police Department
Corbo	Raul	Anchor Towing
Cribbs	Lt. Chris	FHP
Dickson	Tom	SIRV – District Four
Graves	Captain Mike	St. Lucie County Sheriffs Office
Greene	Thomas	FDOT District Four Treasure Coast Operations
Herndon	Kevin	St. Lucie County Fire District
Kennedy	Patrick	TBE Group
McGee	Mike	AECOM
McGinness	Chuck	Treasure Coast TIM Coordinator
Mittwede	Kurt	St. Lucie County Sheriffs Office
Moore	Stan	Kauff's Towing
Murphy	Bob	Project Consultant Manager
Needham	David	SMART SunGuide Broward RTMC
Ortiz	Adrian	Anchor Towing/TC Road Rangers
Ridenour	Greg	AECOM/SIRV
Sparks	John	Florida's Turnpike
Stewart	Sgt. James	Indian River County Sheriffs Office
Suteu	Gus	AECOM
Weber	Wolfgang	Indian River County Sheriffs Office
White	Helena	PB Vista TMC
Yingling	Forrest	Martin County Sheriffs Office
Yunas	Trooper Ryan	FHP