

Treasure Coast Traffic Incident Management Team Meeting Minutes – May 2011



Meeting Date: May 19, 2011

Meeting Time: 1:30 PM – 3:30 PM

Location: FDOT Treasure Coast Operations Building #3
3601 Oleander Ave.
Ft. Pierce, FL 34984

Attendees: Listing Attached

REVIEW ACTION ITEMS/PREVIOUS MEETING MINUTES

FHP Camera Access: Bob Murphy will meet with Captain Egeli to coordinate access to the interagency video and event data distribution system (iVEDDS) offered by the Florida Department of Transportation. Anyone interested in obtaining access to the iVEDDS system can visit <http://www.smartsunguide.com/TIM.aspx>.

Move Over Stickers: Bob Murphy is working on retrieving bumper stickers from FHP to disperse at the next meeting.

Emergency Contact Information on Construction Equipment: FHP's request to have contractors place emergency contact information on their equipment was discussed at the May 11 pre-construction meeting on the SR 70-to-Indrio Road widening project with Ranger Construction. Sub-contractors working on the project will be asked to follow the same procedures.

INTRODUCTIONS / AGENCY UPDATES FROM TIM MEMBERS

Chuck started introductions and agency updates. No updates were given.

UPDATES

Wildfire Conditions

Wildfire season is coming to an end as hurricane season is set to begin June 1. There are reports of a 1,000-acre brush fire in Martin County that is 100% contained and not impacting traffic on I-95. Fire Danger Index was "High" in Martin and St. Lucie counties and "Very High" in Indian River County.

Intelligent Transportation Systems (ITS) Project Update – Chuck McGinness, AECOM

No new information to report.

I-95 Construction – Chuck McGinness, AECOM

No new information to report.

Road Ranger Program Update – Chuck McGinness, AECOM

The second annual Statewide Road Ranger Survey for Incident Responders was well received and had 531 responses statewide. FDOT Central Office is in the process of compiling a full report.

Road Ranger assists as of April 2011 were 1,429. Martin County had 660 (46%), St. Lucie County had 435 (31%), Indian River County had 260 (18%), and Palm Beach County had 74 (5%).

Road Ranger assists for the overall eight month period were 10,691. Martin County is at 3,679 (47%), St. Lucie County at 2,538 (32%), Indian River County at 1,139 (16%), and Palm Beach County at 401 (5%).

Types of assists

- Disabled vehicles – 6,982 65%
- Debris on roadway – 1,171 11%
- Crashes – 299 3%
- Abandoned vehicles – 1,012 10%
- Pedestrians – 88
- Other – 1,148



Statewide TIM Report – Guy Francese, FDOT

Open Roads Policy:

Updating the current Open Roads Policy remains a goal for this year; however, Central Office is awaiting the appointment of the FDOT Secretary before moving forward.

Wrecker rules:

The revision of the wrecker rules is on hold at this time due to other legislative activities.

Road Ranger Responder Survey:

The Road Ranger Responder Survey closed on March 31, 2011 with 512 electronic responses and 19 hard copy responses. One small issue that developed was that of responses from responders that work in adjoining counties in different Districts. Central Office is discussing how to best handle this minor issue.

Road Ranger Cost Benefit Analysis research project

The research team has received data from District 7 and is now reviewing that data. Once the research team has processed the data, they will be reaching out to the other Districts for additional data sets.

Road Ranger Awards

A task team was formed which consists of Michael Washburn from the Florida's Turnpike and Cathie McKenzie and Romona Burke from District Seven. The initial task was to consider the nomination criteria, with the second task being consideration of the selection criteria and awards committee composition.

Florida Turnpike

The Florida Turnpike reports that they are expanding Road Ranger coverage times on the Florida Turnpike. A total of 900 extra hours per month of patrols will be added, including additional coverage along the more rural sections of the Turnpike in Okeechobee and Osceola Counties.

District One

Participated in a joint MOT training with District Seven.

Working with the Division of Forestry and the Florida Highway Patrol on procedures for road closures due to smoke/fog.

District Two

The Road Ranger smart phone application has been deployed and is operating smoothly. The system uses android phones and is integrated with SunGuide.

District Six

District 6 has also completed the Road Ranger quick reference guide.

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

The second RISC activation in the Treasure Coast occurred on March 20, three days after the last TIM meeting. Chuck will review the last four RISC calls that have occurred in District Four under the Post Incident Analysis section of the meeting.

Upcoming Traffic Events – Chuck McGinness, AECOM

On May 26, 2011, the US Honor Guard will travel north on Florida's Turnpike from Miami Beach and cross over to I-95 in Jupiter to Cape Canaveral for a procession.

PRESENTATIONS

I-95 Expansion Project – Mel Pollock & Kathleen Dempsey, The Corradino Group

Project Information:

The contractor for the project is Ranger Construction. The duration of the project is 1,096 calendar days and the executed contract was April 26, 2011. Notice to Proceed was given on May 17, 2011 with the first contract day of June 15, 2011. Mobilized work crews will be in place by mid-September. The contract amount is \$78.3 million.

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Project Scope:

Design and construction of two additional inside lanes in each direction from approximately 4,400 feet south of SR 70 / Okeechobee Road (MM 127.9) to just south of SR 614 / Indrio Road (MM 136.6). The project will consist of two sections.

Section one is from south of SR 70 to north of SR 70 – 6 lanes to 10 lanes, and section two is from north of SR 70 to south of Indrio Road – 4 lanes to 8 lanes.

Bridge Work:

Bridges to be widened

- SR 70
- Orange Avenue
- Angle Road / Belcher Canal

Bridge to be replaced

- Kings Highway

Other Improvements:

- Reconstruction of ramps at SR 70 and Orange Avenue
- Upgraded signals and lighting
- Resurfacing and widening on SR 70 (1,400 feet west of I-95 to Jenkins Road; coordinate with separate widening project from Florida's Turnpike to 1,400 feet west of I-95) and Orange Avenue (Kings Highway to Copenhaver Road / Lamont Road)

Lane Closures:

- Closures only allowed from 10 pm to 6 am Sunday to Thursday
- No closures on Friday and Saturday
- Ramp closures during same hours
- Only one ramp can be closed at any time
- Ramp closures marked with detours and proper signage

Roadway Maintenance:

Once work crews mobilize, maintenance activities, including lighting, call boxes, and mowing, will be transferred to contractor from FDOT

Public Information:

Contact Kathleen Dempsey, Public Information Officer, at Office: 772-489-8410, Cell: 772-359-5118, or kdempsey@corradino.com

Mel discussed several concerns that were raised at the March 17 TIM Meeting. 1) Some of the median crossovers used by FHP may have to be moved during construction. Mel said he will keep FHP apprised of any changes with the crossovers. 2) Traffic will be shifted to the outside during construction, but Mel said there still should be sufficient room on the shoulder for the Road Rangers to assist disabled motorists. 3) Fire rescue and law enforcement will be given at least two weeks' notice prior to any ramp closures.

FDOT District Four Incident Data Analysis – Vivek Reddy, AECOM

Improve Traffic Safety:

- Complex Issue
 - Vehicle, Driver, Roadway, Weather
- Multi-disciplinary approach
- Four E's
 - Engineering
 - Education
 - Enforcement
- Incident Management

FDOT Safety Improvement Program – Engineering:

- High Crash Locations – Safety Studies
 - Roadway, Signing, Marking, ITS Improvements
- 3R Safety Reviews

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- Strategic Highway Safety Plan
 - Four Emphasis Areas (Aggressive Driver, Intersection, ROR, Pedestrian/Bike)
- Fatal Crash Reviews
- Community Traffic Safety Teams
- Safe Route to School Program
- Rail-Highway Crossing Safety Program
- Skid Hazard Reduction Programs

Collision Diagram – SB I-95 at SR 706



I-95 NB Off-ramp to Yamato Road



Safety Improvement Program:

- Rely on Crash Data
 - Crash database not current
 - Based on Long Form Crash Data (missing short-form)
- Supplement - incident data from Regional Transportation Management Center

Incident Management:

- Millions of dollars and other resources being spent to manage incidents and collect incident data
- What can we do with data?
- What can we do to reduce incidents?

- What can we do to reduce incidents?
 - Analyze incident data from TMC database
 - Identify Top 10 to 20 incident locations
 - Conduct studies
 - Analyze data
 - wet road, speeding, standing water, sharp curve, nighttime, fog/smoke
 - Input from responders
 - a wealth of knowledge on trends, potential causes
 - Compare data on a quarterly basis
 - Increase or decrease ?
 - Same locations or new locations ?
 - Track improvements
 - Evaluate effectiveness



Crashes 2005-2009:

3,583 crashes (total for 3 counties)

- 1,374 Martin County
- 1,480 St. Lucie County
- 729 Indian River County

77 segments on FDOT High Crash List

- 40 in Martin County
- 23 in St. Lucie County
- 14 in Indian River County

Crash Statistics (Three Counties):

Most common crash types were:

- Rear end (15% or 519 crashes)
- Sideswipe (14% or 485 crashes)
- All other (12% or 436 crashes)
- Overturn (12% or 429 crashes)
- Hit tree/shrubbery (9% or 326 crashes)

Most common contributing causes were:

- Careless driving (31% or 1103 crashes)
- Other (19% or 680 crashes)
- Improper lane change (15% or 543 crashes)
- Exceeded safe speed (5% or 170 crashes)
- The percentage of crashes which occurred during nighttime was 35%, which is slightly higher than the statewide average of 34% (for all roadways).
- The percentage of crashes which occurred on a wet road surface was 32%, which is higher than the statewide average of 14% (for all roadways).

Crashes (September 2010 through April 2011)

315 crashes in 3 counties

- 114 in Martin County
- 122 in St. Lucie County
- 51 in Indian River County

Martin County (September 2010 through April 2011)

- 14 crashes – Bridge Road (MM 96) (8 – am peak; 2 – pm peak; 4 – off peak)
- 9 crashes – Kanner Highway (MM 101) (5 – am peak; 3 – pm peak; 1 off peak)
- 8 crashes – MM 89 (1 – am peak; 3 – pm peak; 4 – off peak)
- 7 crashes – CR 713 Palm City (MM 102) (3 – am peak; 4 – off peak)

St. Lucie County (September 2010 through April 2011)

- 16 crashes – Gatlin Blvd. (MM 118) (4 – am peak; 4 – pm peak; 8 off peak)
- 11 crashes – Crosstown Pkwy (MM 120) (4 – am peak; 4 – pm peak; 3 – off peak)
- 9 crashes – St. Lucie West Blvd. (MM121) (1 – pm peak; 8 – off peak)

- 8 crashes – Okeechobee Road (MM 129) (2 – am peak; 2 – pm peak; 4 – off peak)

Indian River County (September 2010 through April 2011)

- 10 crashes – MM 150 (4 – am peak; 1 – pm peak; 5 – off peak)
- 9 crashes – SR 60 (MM 147) (1 – am peak; 2 – pm peak; 6 – off peak)
- 3 crashes – 5 locations (MM 141, 143, 145, 146 & 153)

AM Peak Hours (September 2010 through April 2011)

- 6 am to 7 am 22 crashes
- 7 am to 8 am 31 crashes
- 8 am to 9 am 23 crashes
- 9 am to 10 am 24 crashes

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PM Peak Hours (September 2010 through April 2011)

- 4 pm to 5 pm 21 crashes
- 5 pm to 6 pm 20 crashes
- 6 pm to 7 pm 23 crashes
- 7 pm to 8 pm 13 crashes

Off Peak Hours (September 2010 through April 2011)

- 10 am to 4 pm 117 crashes
- 8 pm to 6 am 21 crashes

Crashes by Month

2010

- September 45
- October 32
- November 45
- December 33

2011

- January 34
- February 39
- March 58
- April 29

Incident Data Analysis – Preliminary Recommendations

Issue: worn pavement in specific areas of Indian River County (NB outside lane between MM 141-148; SB outside lane south of SR 60 and between 154-156).

Recommendation: Further evaluation to determine appropriate improvements

Issue: Several locations with high number of “wet road” crashes, some involving standing water (MM 92, 93, 95, 100, 114, 115, 116, 127, 128 145, 146, 150).

Recommendation: Further evaluation to determine improvements. Road Rangers patrol more frequently during bad weather to improve response times.

Issue: Several locations with high number of nighttime crashes (MM 97, 99, 106, 117, 119, 128, 144, 146, 158).

Recommendation: Study has been conducted to install lighting in Martin County between MM 96 – 102. Further study to assess need for lighting in other locations

Issue: High number of crashes near curve just north of the turnpike bridge in St. Lucie.

Recommendation: Further study to assess need for curve treatments (i.e. chevrons along curve) and/or other improvements.

Issue: Provide motorists advance warning in high crash areas.

Recommendation: Add DMS for SB motorists north of Gatlin Blvd. and for NB motorists south of Indiantown Road. Relocate existing DMS north of Midway Road to south of Midway Road

Issue: High number of crashes in Road Ranger Beat 1 (Donald Ross Road MM 83 – Bridge Road MM 96).

Recommendation: Reduce length of beat to start at Indiantown Road (MM 87)

Issue: Reduce length of Road Ranger Beat 5 (Gatlin Boulevard MM 118 – SR 70 MM129).

Recommendation: Start beat at Crosstown Parkway (MM 120)

Issue: Median crossovers

Recommendation:

- Pave official crossover just north of MM 89.
- Consider official paved crossover between MM 107 – 108.
- Pave official crossover under CR 76 bridge and evaluate slope to ensure it is adequate for all emergency vehicles.
- Consider official paved crossover near MM 123

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- Pave and widen shoulders on both sides of crossover north of MM 134
- Widen shoulders on both sides of official crossovers south of MM 141, south of MM 144 and south of MM 150

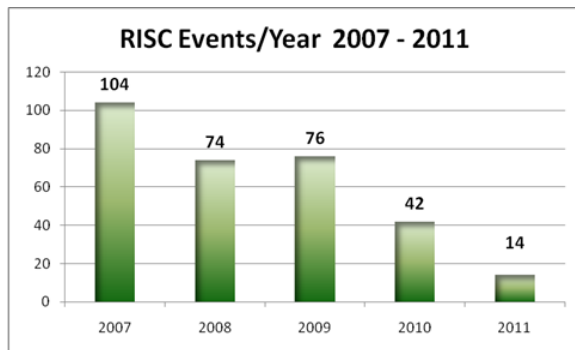
Florida's Turnpike RISC Lessons Learned – Mike Washburn, Florida's Turnpike Enterprise

Response: Tightened Requirements (updated July 1, 2008): One recovery wrecker within 45 minutes; 2nd wrecker & support vehicle within 60 minutes.

Liquidated Damages: After 150 minutes from the Notice to Proceed (NTP), time penalty starts.

Equipment: Contractor responds with two 50-tons, with one being a rotator. Support equipment - front-end loaders, sweepers, MOT (cones, arrow boards).

There have been 479 activations since inception in 2004 to 2010. We have a 96% clearance time success.



In 2010, there were 42 activations with:

- 48.5 minute average response time
- 49.5 minute average clearance time
- The first wrecker average arrival time was 32.8 minutes.

The 2010 clearance rate for incidents with NTP was 100 percent.

- The most significant improvement seen in 2010 was Notice to Proceed time at 13.8 minutes compared to 26.7 minutes in 2009 and 22.2 minutes for the program to date.

Through April 22, 2011, there have been 14 activations with:

- 48.1 minute average response time
- 58.0 minute average clearance time
- First wrecker average arrival time was 33.3 minutes.

The 2011 clearance rate for incidents with NTP is at 93%.

Lessons Learned:

- Accurate incident description
- Verification of incident location
- Travel lane open/closed status
- Notification/coordination with Tolls Operations, including toll suspension. Additional levels of communication are needed when a toll facility is damaged as part of the incident.
- Involving Traffic Engineering in traffic diversions
- Equipment needed from RISC contractor if more than standard response
- RISC activation should not be delayed for initial Fire Rescue response activities. RISC vendors can stage, stand-by & strategize, assist on scene.
- Additional equipment, such as sweepers, if needed should be requested at the beginning of the incident.
- When incident is in a Construction Zone, TMC should notify Construction CEI immediately for their response, w/potential sharing of construction resources in recovery.
- Communication between FHP, Roadway, TMC and RISC contractor needs to be continuous when making decisions in opening and closing road.
- Need to make sure media/non-responders are in a safe location and not in the way of responders or blocking safety devices.
- On scene incident commander (IC) from FHP is the IC for the incident. Effective on-site incident command is a Unified Command.
- Scene management should constantly be reviewed, keeping scene clear of non-emergency and non-involved personnel.
- Recovery, clean-up of shoulder events can be delayed until after rush hour.
- Required and certified Safety Vests need to be worn at all times on roadway.
- RISC Contractor MOT/Support vehicle should only support needs on scene of crash, not adjacent interchanges. Needed equipment left the scene.
- Delays in RISC activation can cause traffic queuing that prevents a timely response from the RISC contractor.
- TMC is the official timekeeper for RISC incidents and it is pertinent that all responding parties update the TMC
- TMC should always continue to update RISC contractor of what is needed on scene, i.e., skid steer, large amounts of oil dry for spill.

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- RISC crews should all be highly trained to the safe, quick clearance goals and not have to depend on supervisor direction.
- FHP dispatch can make the determination for a RISC activation based on camera image in the dispatch center.

Post Incident Analysis Reports – Chuck McGinness, AECOM

RISC #11: March 20, 2011 5:37 p.m. I-95 SB at Mile Marker 98 in Martin County Multi Vehicle Crash w/ Overturned Tractor Trailer

On Sunday, March 20, 2011, at approximately 1737 hours, a multi-vehicle crash involving an overturned tractor trailer was reported to FHP. The crash occurred in the southbound lanes, but the incident actually started in the northbound lanes. A northbound motorist traveling in the right lane was changing lanes and sideswiped a vehicle traveling in the center lane. Both vehicles veered into the median. The first vehicle continued into the southbound lanes and sideswiped a passenger van traveling in the center lane. The first vehicle then entered the southbound right lane in front of a tractor trailer. The front of the tractor trailer struck the rear of the vehicle. The tractor trailer began to spin around and the truck driver lost control, causing the truck to overturn and come to rest on the inside shoulder. The truck was carrying 55,000 pounds of boxed, containerized grapefruit. The cargo did not spill. FHP Capt. Brad Pelton, commander of the Troop K Palm Beach District, was the first trooper at the scene and activated RISC. FHP made a determination that a rotation tow would take significantly longer to lift the tractor trailer than a RISC contractor and would probably block all three southbound lanes, while a RISC contractor would only need to block the inside lane to lift and remove the truck from the highway. Martin County Fire Rescue transported one trauma patient. RISC contractor Kauff's Towing was notified and responded with three wreckers, MOT support truck and two flatbed trucks from both its Fort Pierce and Mangonia Park facilities. The first wrecker arrived in 44 minutes. The second wrecker and MOT support truck were delayed in the southbound congestion and arrived in 62 minutes. Two wreckers were used to lift the tractor trailer, while the third wrecker stabilized the load. The vehicle was up righted and cleared from the roadway in 86 minutes. There was a diesel fuel and oil spill on the inside shoulder. There was asphalt damage (gouge marks) to all three southbound lanes. FDOT Fort Pierce Maintenance was notified and because the crash occurred in an active construction zone the contractor J.W. Cheatham was notified of its responsibility to make the repairs.

Lessons learned: 1) Two Palm Beach Road Rangers were dispatched to assist with MOT/traffic control because the Treasure Coast Road Rangers do not work on weekends. The two Road Rangers were able to help calm traffic, which was described as "out of control" trying to get around the incident scene. 2) FHP called a rotation tow for two vehicles. RISC regulations say the RISC contractor is responsible for all vehicles. This was a situation where the troopers may not have been familiar with the RISC regulations. Sgt. Lanam said the incident overall went smoothly.

RISC #12: April 5, 2011 5:40 p.m. I-595 EB ramp to US 1 NB Tractor Trailer Crash w/ Cargo Loss

On Tuesday, April 5, 2011 at 1740 hours, a tractor trailer (flatbed) was eastbound on Interstate 595 exiting onto the ramp to northbound US 1. The ramp curved to the right before merging into US 1. The tractor trailer was traveling too fast for the curve and began to rollover as it was exiting the ramp. The tractor trailer rolled over onto its left side, blocking all northbound lanes. The trailer ejected its load to the roadway, which consisted of palletized bags of Portland cement. FHP arrived at 1757. A class C rotation wrecker (EMS Towing) was initially called. SIRV arrived on scene and spoke with FHP, suggesting RISC be activated. EMS was cancelled by FHP and RTMC was contacted to activate RISC. FDOT Maintenance was contacted who advised Transfield Services (asset manager) should be called to provide MOT and ramp closures. Severe Incident Response Team (SIRT) was contacted to respond. A Superior Towing (unit 30, 33) and Emerald Towing (unit 105) arrived in 21 minutes. Notice to proceed was advised at 1859. The tractor trailer was righted and moved to the shoulder. Crash debris and cargo was removed from the roadway. All lanes cleared at 2024.

Lessons learned: There was some uncertainty if Portland cement is a hazardous material. It was later determined not to be. Workers with RISC contractor A Superior Towing wore masks during the cleanup.

RISC #13: April 8, 2011 6:06 a.m. I-75 SB beyond Griffin Rd Tractor Trailer Crash w/ Cargo Loss

On Friday, April 8, 2011 at 0602 hours, a tractor trailer (enclosed box) was on the southbound shoulder on Interstate 75, merging into lane 4. Another tractor trailer (enclosed box) was southbound on I-75 in lane 4 approaching from the rear. The right front of the rear tractor impacted the left rear of the front trailer resulting in catastrophic damage. The front tractor trailer came to final rest on the right shoulder. The rear tractor trailer jack-knifed, crossed the southbound lanes, and came to rest on the median (left shoulder). Cargo from the impacted trailer (bottled water) and crash debris were ejected to the highway. The driver of the rear tractor on the median crossed the median and began to cross the northbound lanes, when he was struck and killed by a northbound vehicle. FHP contacted TMC to activate RISC at 0654. TMC contacted J&J Towing which was enroute at 0705. Wreckers 50 (55t) and 60 (75t) arrived within 41 minutes. MOT truck ER1 arrived in 55 minutes. Notice to proceed given at 0740. Roadway cleared at 0849.

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Lessons learned: Local law enforcement (Davie Police and Pembroke Pines Police assisted FHP with ramp closures during the incident. This was a good example of inter-agency cooperation.

RISC #14: April 11, 2011 2:55 p.m. I-95 NB beyond 45th St in Palm Beach County Jackknifed Tractor Trailer Crash

On Monday, April 11, 2011, at 1455 hours, a tractor trailer was northbound on I-95 in Lane 4 when, for unknown reasons, the driver lost control and swerved into the median barrier wall. The truck jackknifed and slid along the barrier wall about 50 feet before coming to a stop, blocking the inside lane. The impact knocked over about 30 feet of the wall, sending large chunks of concrete into the southbound inside shoulder and HOV lane. The truck also knocked down a light pole after striking the wall. The driver was not wearing a seat belt and was ejected through the windshield over the median wall to the south side of the highway. The driver suffered severe head trauma and was transported by Riviera Beach Fire Rescue to St. Mary's Medical Center trauma unit. West Palm Beach Fire Rescue arrived as backup and took over containment of a HAZMAT spill (approximately 70 to 100 gallons of diesel fuel and motor oil) on the northbound inside shoulder and HOV lane. A Florida Department of Environmental Protection emergency response specialist was on scene to monitor the cleanup. FHP Lt. Jeffrey Johnson activated RISC at 1520. FHP contacted the BRTMC at 1522 to activate RISC. Open Roads (Kauff's Towing) was notified at 1533 and was en-route at 1537. Wreckers 158 (75-ton rotator) and 159 (70-ton rotator) arrived within 18 minutes. MOT truck (105) arrived in 19 minutes. Kauff's also brought out additional equipment, including a heavy-duty skid steer loader, low-boy semi-trailer and front-end loader. FDOT Palm Beach Maintenance arrived with two dump trucks to cleanup the barrier wall. RISC notice to proceed was given at 1630. The roadway was cleared at 1755 and all lanes were open at 1819.

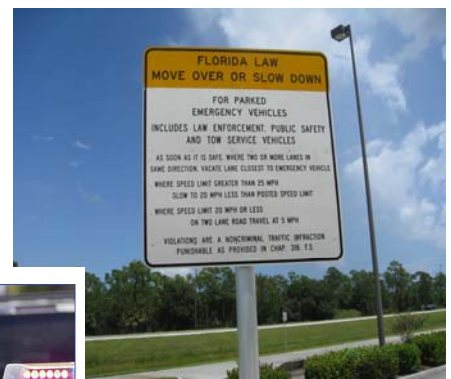
Lessons learned: 1) Fire rescue closed four lanes because of concerns over a possible fire from the fuel spill. Fire rescue would not clear until DEP arrived on scene. The DEP inspector received late notice of the crash from the state Watch Office and had to travel from Boca Raton. The team is working with the DEP inspector to receive SMART SunGuide alerts. 2) FDOT Maintenance was notified about the fuel spill and downed light pole, but not about the damage to the median barrier wall. Rather than wait for FDOT to bring out its cranes, Kauff's Towing used its equipment to help with the cleanup of the large pieces of concrete from the wall. This was a good example of inter-agency cooperation.

Training Safety Tip – Chuck McGinness, AECOM

The “Move Over” Law

There was significant interest at the last TIM meeting about the Move Over law and efforts on enforcement. Chuck presented information on some of the educational steps that have been taken in Florida since the law was passed. He also provided information from a national perspective. All states, except Hawaii and Washington DC, have Move Over laws, but all of the laws are different which may contribute to the fact that many motorists do not observe the law. Two short videos on the Move Over law from FHP and Responder Safety were shown.

The Florida law reads, “On an interstate or roadway with multiple lanes of travel in the same direction, and you approach an emergency or law enforcement vehicle parked along the roadway; you must vacate the lane closest to that vehicle as soon as it is safe to do so. If you are not able to safely move over, you must slow down to a speed of 20 MPH below the posted speed limit unless directed otherwise by a law enforcement officer.”



Florida's Move Over Law

- Protects law enforcement officers, emergency workers and tow truck drivers stopped along roadways while performing their jobs;
- Requires motorists to move over when a patrol car, emergency vehicle or tow truck/wrecker is stopped on the side of a road with lights flashing. If such movement cannot be safely accomplished, motorists shall slow down to a speed of 20 mph below the posted speed limit.
- Motorists are required to:
 - Approach the emergency vehicle with caution;
 - Change lanes away from the emergency vehicle IF traveling on a multi-lane roadway AND able to move over safely; OR
 - Slow down while maintaining a safe speed of 20 mph below posted speed limit being careful NOT to impede or block the flow of traffic unless otherwise directed by a law enforcement officer.

Violators of the Move Over Law will be issued a citation!

For more information, please visit www.flhsmv.gov/fhp

Specific provisions of the Move Over Law can be reviewed under Section 316.126(1)(b), Florida Statutes. Available online at www.leg.state.fl.us
For more information, contact the Florida Highway Patrol, Office of Public Affairs: www.flhsmv.gov/fhp or 850-617-2301

Funding provided by the Florida Department of Transportation



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National information

- All states, except Hawaii and Washington DC have “Move Over” laws.
- Laws differ significantly on provisions when drivers are obligated to take action and what action they are required to take.
- Since laws are relatively new, little documented evidence exists on the impact of enhancing responder safety.
- Florida along with Georgia and Missouri among most aggressive in enforcement
- Many law enforcement agencies feel fines and penalties are too low to deter violators
- One exception – in Missouri, violators may face involuntary manslaughter charges
- Steeper fines combined with public information campaign may encourage more compliance

For more information on the Move Over law, visit www.moveoveramerica.com or www.flhsmv.gov/SafetTips/MoveOverTips.htm.

Action Items:

- No items discussed

Attendees:

Burkeen	Brian	Indian River County Fire Rescue
Dempsey	Kathleen	The Corradino Group
Francese	Guy	FDOT District Four
Herndon	Chief Kevin	St. Lucie County Fire District
Lanam	Sgt. Mike	Florida Highway Patrol
McGinness	Chuck	Treasure Coast TIM Coordinator
McKissack	Ed	Florida's Turnpike
Mirones	Alex	Florida's Turnpike
Mittwede	Sgt. Kurt	St. Lucie County Sheriffs Office
Murphy	Bob	Project Consultant Manager
Needham	David	SMART SunGuide RTMC
Ortiz	Adrian	Anchor Towing/TC Road Rangers
Parks	Sgt. Rick	Martin County Sheriffs Office
Pollock	Mel	The Corradino Group
Ridenour	Greg	SIRV
Smith	Leroy	Indian River County Sheriffs Office
Washburn	Mike	Florida's Turnpike