Sumter/Lake Traffic Incident Management Team

Meeting Minutes

August 2, 2016

9:30 a.m. – 10:50 a.m.

LOCATION: FDOT Leesburg Operations
1405 Thomas Avenue
Cardinal Conference Room
Leesburg, FL 34748

Introductions	❖ Sign In – See attached ❖ Introduction of Team Members
Construction Updates	❖ FDOT – See attached ❖ Sumter/Lake County – Minneola Interchange (Milepost 279) – The project consists of a new, full interchange near Hancock Road at Turnpike Milepost 279. The project includes exit ramps for both North and Southbound motorists providing connectivity with Hancock Road. All-electronic tolling will be employed with SunPass gantries on the southbound entrance and northbound exit ramps. It will include a new Hancock Road Bridge over the Turnpike, extension of Hancock Road to the signalized interchange, lighting, guardrail, sidewalks and a shared use path. ❖ Cities – No updates ❖ Please also visit the following website where you can view current construction projects and upcoming lane closures at: http://www.cflroads.com/
Maintenance Updates	❖ TME Enterprise – Routine maintenance ❖ Sumter County State Roads - Routine maintenance ❖ Lake County State Roads - Routine maintenance
Traffic Incident Reviews	❖ The Sumter-Lake TIM team discussed recent Traffic Incidents.
TIM Topics/Discussion	❖ 2016 Training Conference on Drugs, Alcohol, and Impaired Driving - The recent conference took place August 13-15, 2016. The IACP Drug Recognition Expert Section (DRE) Section has hosted this annual training conference since 1994. This training conference provides certified drug recognition experts, physicians, toxicologists, prosecutors, and other traffic safety professionals with a forum in which to share information, best practices and lessons learned in law enforcement drug recognition settings. Though the technology and practices have changed and are constantly evolving, the conference provides consistent training, professional development, and a national forum for drug recognition experts and others with a professional interest on a broad array of new and emerging issues. To learn more about the event, please visit the following website: http://www.iacp.org/dreconference ❖ 2016 Drive Sober or Get Pulled Over Campaign – The campaign will take place from August 17th through Labor Day weekend, law enforcement nationwide will be joining the National Highway Traffic Safety Administration in the high-visibility Drive Sober or Get Pulled Over crackdown campaign. ▪ Approximately one-third of all traffic crash fatalities in the United States involve drunk drivers (with blood alcohol concentrations [BACs] of .08 of higher). In 2013, there were 10,076 people killed in these preventable crashes. ▪ On Labor Day weekend in 2013, there were 424 crash fatalities nationwide. Almost half (48%) of those fatal crashes involved drivers

who had been drinking (.01+ BAC); 38 percent involved drivers who were drunk (.08+ BAC); and more than a fourth (27%) involved drivers who were driving with a BAC almost twice the illegal per se limit (.15+ BAC).

- In 2013, approximately 1 in 5 child (12 and younger) passenger deaths were in drunk-driving crashes. Seventy-one percent of the time, it was the child's own driver who was drunk.

- Florida Statute Change Regarding Road Rangers – The team was informed about the new Road Ranger Procedure Policy, Topic No. 750-030-015, effective April 1, 2016. The policy states that the Road Rangers are now designated as emergency vehicles under Florida Statute. The statute will help establish a uniform and consistent statewide Road Ranger program that supports Florida's Open Road Policy.
- FHWA Update 2016 - The Year of TIM Institutionalization – The team was informed that the FHWA is working towards Institutionalizing Traffic Incident Management. FHWA now plans to work with TIM program administrators to strengthen TIM's capacity. There have seen set-backs in TIM programs built on the shoulders of one or two champions only to backslide when the champions retire or who are no longer able to maintain the energy to blaze a trail for the TIM program.

  Institutionalizing Training:
  - FHWA plans to meet with Associations that influence training and standards for TIM disciplines.
  - FHWA will discuss the growing trend for fire, rescue, law enforcement, and towers to require this course be taken before personnel are assigned to a response and towers are given contracts to clear crashes.
  - Obtain advice on how to reach the goal of training one million responders and how to keep the training momentum going, including how and when responders should return for a refresher course.

  Measuring Field Performance and Collecting Data While Boots Are Still on the Ground:
  - Exploring the "Big Data" area, both through involvement on a new National Cooperative Highway Research Project (NCHRP), a part of the Transportation Research Board (TRB) of the National Academy of Sciences, and through FHWA's own TIM Performance Measurement program.
  - FHWA has worked with practitioners to define three pieces of data that will demonstrate progress being made in building TIM capacity that will work faster at opening lanes, reduce the risk of secondary crashes, reduce the amount of time responders remain vulnerable working on the roadway with little protection, and reduce the numbers of TIM workers killed or injured in the line of duty.
  - The first three elements address the Safe, Quick Clearance objective of the NUG, while the last addresses progress being made toward the NUG's Responder Safety objective.

  Knowledge Collection and Sharing:
  - Another key component of Institutionalization is sharing information.
  - FHWA is exploring a partnership with the AASHTO Transportation Operations Center of Excellence and the U.S. Fire Administration Knowledgebase to ensure that information is available no matter where you seek it as a discipline.
  - FHWA is exploring the integration of the www.safequickclearance website developed by the International Association of Fire Chiefs on behalf of our TIM Responder Training program. This site includes information on where instructors are for the Trained Trainers and where classroom courses may be held.
- Restructuring/Frequency of the District 5 TIM Teams - It was discussed with the teams of changing the frequency of the teams from bi-monthly to

quarterly (August, November, February, and May which would be a regional meeting) to allow enough time between meetings to gather information, implement goals/changes, and improve attendance. Additionally, restructuring of the TIM teams was discussed to help improve continuity and consistency and to help build relationships with those we will rely on most in the event of major incidents. The proposed new teams would be the following:

- I-75: (Marion, Sumter, Lake)
- Metro: (Orange, Osceola, Seminole)
- I-95 North: (Flagler, Volusia)
- I-95 South: (Brevard)

- D5 TIM Team Program Steering Committee – The team discussed creating a Steering Committee which would:
  - Include at least one member from each discipline
  - Include members from each team who will represent all geographic areas
  - Represent the interests of their respective disciplines
  - Help identify topics for TIM meetings
  - Disseminate information within their discipline
- Stealth Debriefing – The team discussed incorporating a Stealth Debriefing after a major incident. The debriefing would include the following:
  - Critical Incident Review after a major incident.
  - Meet/talk within 1-2 weeks of incident.
  - Representatives from each responding agency would attend.
  - Firsthand knowledge/feedback from each representative.
  - Both nameless/rankles would apply to attendees in an open discussion atmosphere.
  - Discussion topics would include what went right, what went wrong, and how do we improve going forward?
  - If there are any changes to procedures, standards, and policies that would have helped the incident.
- Rapid Incident Scene Clearance (RISC) Program – The team was informed that the RISC program will be implemented in District 5. Rapid Incident Scene Clearance (RISC) is a highly innovative program that supports Florida's Open Roads Policy goal of safely clearing major highway incidents and truck crashes in 90 minutes or less. RISC was first implemented on Florida's Turnpike Enterprise roadways and now is being expanded for statewide usage. This is an incentive-based program that requires specialized equipment and trained operators to quickly remove wreckage from the roadway, where major crashes close most lanes or causes significant travel delays. Please note that FDOT is estimating rolling out the program January 2017.

Other

- Open Forum:
  - The team discussed bringing the Strategic Highway Research Program (SHRP-2) training for first responders to the District 5 TIM teams in the upcoming year. The Strategic Highway Research Program (SHRP-2) has developed a program BY RESPONDERS - FOR RESPONDERS, with the objective that nationally, responders acquire a common set of core competencies that promote a shared understanding of the requirements for achieving the safety of responders and motorists, quick response, and effective communications at traffic incident scenes. Further information will be provided to the team when the training has been scheduled.
  - The team discussed the ITS Communication System: I-75 (SR 93) from North of US 27 to Alachua County Line. The project will be important to the TIM team because of its Intelligent Transportation System (ITS) device elements, which will allow more visual coverage of current incidents along the interstate to the Regional Traffic Management

Centers (RTMC) and also allow interoperable exchange of information between other Districts and their TMC's. Below is the full description of the project:

Project will include Closed Circuit Television Cameras (CCTV Cameras) and Microwave Vehicle Detector Stations (MVDS) which will be installed on I-75 (SR 93) From North of US 27 to the Alachua County Line. New fiber optic cable will also be installed and integrated into existing Fiber Optic Cable and shall be used for network communication to all devices. These devices will be incorporated into the existing network for control through the Regional Traffic Management Center (RTMC) in Orlando. The Design includes the integration to the existing network and communication scheme of the District 5 SunGuide system.

- The team was informed of the 2015-2016 Statewide Road Ranger Survey for Incident Responders results have been released. The survey was designed to gather data from those who work and communicate with the Road Rangers on a regular basis.
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  - ✓ The survey included the following:
    - Determine the incident responders' opinion of the program.
    - Compare results and customer satisfaction to last year's survey.
    - Solicit comments and suggestions to improve the program from the incident responder's perspective.
- Sheryl Bradley requested any team members to send her any call logs, photos, and/or notes on any traffic incidents that would be a good discussion with the team.

  Please also contact her with any suggestions or comments on the new proposed items from the TIM team meeting. Sheryl can be reached at Sheryl.Bradley@dot.state.fl.us and/or 321-300-5846.

❖ The next Sumter-Lake TIM team meeting will be announced.

Central Florida Roads

Your source for information on state roadway projects in FDOT District 5

http://www.cflsmartroads.com/

District 5 TIM Homepage

http://www.cflsmartroads.com/tim/tim.html