Tri County Traffic Incident Management (TIM) Team
Meeting Minutes

August 3, 2016
10:00 a.m. – 11:45 a.m.

LOCATION: Orlando (RTMC)
Lake Apopka A Conference Room
133 South Semoran Blvd., Orlando, FL

Introductions	❖ Sign In – See attached ❖ Introduction of Team Members
Construction Updates	❖ FDOT – The view current FDOT construction updates, please visit the following website: http://www.cflroads.com/ ❖ CFX – The view current CFX construction updates, please visit the following website: https://www.cfxway.com/TravelersExpressways/Expressways/ConstructionProjects.aspx ❖ Turnpike - 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. ❖ Counties – No updates ❖ Cities – No updates
Maintenance Updates	❖ TME Enterprise – Routine maintenance ❖ Turnpike - Routine maintenance ❖ DBI - Routine maintenance ❖ ICA/SGL Construction - Please see attached the full construction and incident update for the I-4 Ultimate project limit area. To learn more about the I-4 Ultimate project, please visit the following website at: http://i4ultimate.com/
Traffic Incident Reviews	❖ The Tri County TIM team discussed the following incidents: ▪ 03/22/2016 – I-4 Eastbound at Exit 82: SR 408 (552470) ▪ 03/27/2016 – I-4 Eastbound at Exit 101B: SR 417/SR 46 (553812) ▪ 04/07/2016 – I-4 Eastbound at Exit 83B: SR 50/Colonial Dr. (556153) ▪ 04/25/2016 – SR 528 Westbound at Exit 20: ICP Blvd. (560085) ▪ 06/06/2016 – I-4 Eastbound at Exit 84 Ivanhoe Blvd. (570293)
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 into 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 Traffic Management Center informed the team on a pre-approved timing plans which will help move traffic through local arterials. The plans will be approved from each jurisdiction. Additional information on the plans will be provided to the team in the future.
- 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.
  - ✓ 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.
- Law Enforcement informed the team that staff resources are low due to the escorts for the political campaigns.

- 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 Tri County 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

I4Ultimate.com

Your source for improvements to I-4 in Orange and Seminole counties

I-4 Ultimate O&M Update

Traffic Incident Management Team

August 3rd, 2016

Operation & Maintenance

Summary of Incidents (I-4)

- During the reported period, ICA recorded a total of 1,370 entries (project-to-date 24,483), as summarized in the tables below:

SR 400/I-4 INCIDENT SUMMARY								
Time Period	Disabled Vehicles	Abandoned Vehicle	Crashes/ Incidents	Debris	Road Work	Directions	GOA / No Assist	Total Incidents
June 2016	600	101	294	53	12	0	310	1370
Project-to-date								
Average/ month	573	93	337	80	37	8	313	1440
PTD Total	9735	1576	5731	1357	624	143	5317	24483

***Need to respond within 30 minutes

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Operation & Maintenance

Summary of Incidents (SR-408)

- **During the month, ICA responded to 81 incidents on SR 408 (project-to-date 1412)**

SR 408 INCIDENT SUMMARY								
Time Period	Disabled Vehicles	Abandoned Vehicle	Crashes/ Incidents	Debris	Road Work	Directions	GOA / No Assist	Total Incidents
June 2016	38	3	17	1	6	0	16	81
Project-to-date								
Average/ month	24	7	18	8	6	1	19	83
PTD Total	408	113	303	143	108	12	325	1412

***Need to respond within 30 minutes

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MAJOR INCIDENTS

SR 400/I-4 Major Incidents

	Date	Event No.	Location	Notified	En Route	Arrived	Cleared	Incident	Impact Time
Non-Peak Time	**6/6/2016**	**1**	**EB 84**	**8:26 PM**	**N/A**	**8:26 PM**	**11:58 PM**	**Crash**	**202 min**
Non-Peak Time	**6/21/2016**	**2**	**WB 78**	**4:47 AM**	**4:48 AM**	**4:56 AM**	**5:31 AM**	**Crash**	**44 min**
Non-Peak Time	**6/21/2016**	**3**	**WB 84**	**2:37 PM**	**2:37 PM**	**2:52 PM**	**5:26 PM**	**Crash**	**171 min**
Non-Peak Time	**6/28/2016**	**4**	**EB 81**	**9:46 AM**	**9:47 AM**	**9:56 AM**	**11:28 AM**	**Crash**	**102 min**
	Average Impact Time Including Law Enforcement Coverage								130 min

SR 408 Major Incidents

MAJOR INCIDENTS

6/21/16

MAJOR INCIDENTS

7/18/16

Crew Awareness - Heat Stress

With Rising Temperatures Comes Concerns About Heat

- Our crews are well trained in the signs of heat-related illness and first aid and are being encouraged to stay properly hydrated. Our teams are required to stop working should they believe their health, safety, or wellbeing is at risk.
- Each crew member has a 2-gallon water jug, and ample water and ice are available throughout the project. We have also distributed high-visibility permafrost cooling towels.
- Additional safeguards are in place for those who require additional protective clothing or work around heat sources such as welders and pile drivers.

Major Progress at the Maitland Interchange

Area 4 executed Maitland Boulevard Phase 1, Stage 3 (1-3) on 7/18, the significant shift of EB Maitland Boulevard to the right, from Gateway Drive to the new Lake Destiny Ramp A.

Now among one of the biggest project-wide milestones to date, the shift is just over a mile long and allows the old EB lanes to become the epicenter of significant utility work, embankment, and drainage installation.

Area 1 Readies for Major Ramp Shift

In Area 1, plans are now underway for a major shift that will pave the way for more progress to the Grand National Drive and Surrounding Roadway Bonus Work Element at the Kirkman Interchange.

Ramp D1, WB I-4 to NB Kirkman Road, will soon shift eastward about 1200 feet, starting a series of forthcoming transitions for this critical interchange. The shift is scheduled to be executed in late July or early August.

Area 2 – The Viaduct Taking Shape

In area 2, major progress in underway at temporary bridges 283 and 284.

When complete, these bridges will allow traffic to shift through the bifurcated portion of I-4 in downtown.

Once the remaining deck work is complete, they may begin to shift traffic onto these bridges as early as late October, allowing for the eventual completion of the first major phase of the I-4 Viaduct and the second stage of South Street.

Looking NB at B-283 and B-284 from Church Street. Existing SB I-4 to the left of the frame, NB to the right of the frame.

Area 3 - Project-Wide Milestone

On 7/8, Area 3 began to finalize the first West Bound permanent bridge deck pour of the project. It happened at Bridge 310, over New Hampshire Street.

In a major acceleration of their schedule, Area 3 was able to complete this work nearly a year earlier than originally planned.

Alert Notification

- Searchable alerts online
  - Frequency of notification
  - Alert type (I-4 vs Surface St)
  - Location
- Map view with activity pins
- Detour maps

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facebook.com/MyFDOTCFL

youtube.com/user/MyFDOTCFL

OTHER PROJECT RELATED CONTACTS

- ICA Emergency Number, (844) 865-2674
- David Parks, PIO, (844)-ULT-INFO (858-4636), davidparks@i4ultimate.com
- David Feise, SGL MOT Manager, david.feise@sglconstructors.com
- Joseph Morffi, SGL O&M Manager, joseph.morffi@sglconstructors.com
- Darren DeWitt, ICA O&M Project Manager, ddewitt@ica-onramp.com
- Bob Ledford, TCD ITS Project Manager, b.ledford@tcd-usa.com

WHY TIM?

- Economic/Environmental Impact
  - Americans spend 5.5 billion hours sitting in traffic
  - 2.9 billion gallons of fuel
  - Estimated $124 billion impact on national economy
    - Expected to rise 50% by 2030
- A little closer to home…
  - $1.2 billion in 2014 for Orlando area
  - $1,044 per peak-hour auto commuter

WHY TIM?

- Emergency Responder Safety: Struck-by Incidents
  - 12 officers killed per year
  - 5 Firefighters killed per year
  - 60 Tow Truck Operators/Road Rangers killed per year

Sources: 2012 Urban Mobility Report by Texas A&M Transportation Institute & FHWA

WHY TIM?

- Secondary Crashes
  - Responsible for 18% of all freeway fatalities and 20% of all collisions
  - Likelihood increases 2.8% for every minute

How does Central Florida Stack Up?

- Five Year Average = 87% at 90 min or <
  - Third to last of FDOT districts
- Statewide Average = 91%

WHY TIM?

- **Open Roads Policy**
  - Open roads within 90 minutes of incident

- Do we need to revisit and get new commitments from local agencies?

MEETING FREQUENCY

- Bi-Monthly → Quarterly
  - August
  - November
  - February
  - May (Regional Meeting?)
- More content, fewer meetings

TEAMS

- Change the configuration of the teams
  - Improve continuity and consistency
  - Build relationships with those we will rely on most in the event of major incidents

TEAMS

I-75: (Marion, Sumter, Lake)

Metro: (Orange, Osceola, Seminole)

I-95 North: (Flagler, Volusia)

I-95 South: (Brevard)

TIM CONTENT

- Responder safety
- Training
- Discussions on policies and procedures
- Responder recognition

STEERING COMMITTEE

- At least one member from each discipline
  - 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

- Critical Incident Review
  - Meet/talk within 1-2 weeks of incident
  - Representatives from each responding agency
    - Firsthand knowledge/feedback
  - Nameless/Rankless
  - What went right, what went wrong, and how do we improve going forward?
  - Changes to procedures, standards, and policies

STEALTH DEBRIEFING

- Example: I-4 Incident in May – Garbage truck overturned/fire
  - Improve unified command and on-scene coordination
  - Need training/awareness on compressed natural gas
  - Improve communications/relay of information between agencies and dispatch
  - Development of critical incident resources
    - “Safe zones” or staging areas along major roadways
    - Available equipment
    - HazMat companies/service areas
    - Responder contact database
  - FDOT more hands-on/engaged
  - Consistent response from asset management teams

RISC

- Rapid Incident Scene Clearance
  - Incentive-based program for contracted towing/recovery vendors
- Incidents involving:
  - large commercial vehicles
  - Large non-commercial vehicles such as RV’s, aircraft, marine vessels in transport

RISC

R I S C program is a “tool” for effective
Traffic Incident Management (T I M)

- Quick Clearance = Reduction of exposure to responders
- Quick Clearance = Reduction in traffic queue congestion
- Quick Clearance = Reduction in secondary crashes

RISC

RISC

HOW DO WE MAKE THIS WORK?

- PARTICIPATION/TEAMWORK
- Communication
  - How do we manage attrition?
- Reports/Pictures
  - call logs, photos, notes about incident

District 5 CONTACT INFORMATION

- Sheryl Bradley, TIM Coordinator
- Email: Sheryl.Bradley@dot.state.fl.us
- Cell Phone: 321-300-5846
- RTMC: 407-736-1900 (Any operator or supervisor)