



Road Ranger Safety Meeting

05/05/2016

Metric Engineering on behalf of FDOT District 2

ROAD RANGER SAFETY/TRAINING MEETING AGENDA

May 5, 2016



1. **FIRST COAST ROAD RANGERS PRESENTATION –** Cody Parham

2. **FDOT ITS Operations** Ryan Crist
 - A. Truck in need of Service
 - B. SHRP 2 Responder Training
 - C. Red Tags
 - D. Safe Tow Procedure
 - a. Brochure
 - E. HERO Fatality
 - F. Comment Cards (3% of events)
 - G. SPARR
 - H. Inspection Preparation
 - I. Tobacco Products- Public
 - J. Collins/ Blanding Recap

3. **AVL** Sherrell Lall
 - A. Breaks/ Shift Changes
 - B. Inspections
 - C. Ride-Alongs

4. **TMC SUPERVISOR CONCERNS** Ryan Crist

5. **ROAD RANGER OPERATOR QUESTIONS**

6. **ACTION ITEMS**

7. FINAL COMMENTS

Josh/ Greg

CONTRACTOR MEETING

- Updated Safe Tow Procedures
- Radio Antenna Update
- Road Ranger Contract Update
- Sponsorship Update
- First Coast Road Ranger Contractor concerns
- General Discussion

Notes:

- Cody opened the meeting, welcomed everyone and started the presentation.
- Please be careful walking backwards with cones. We had a RR who fell and hurt his head while dragging cones backwards and not looking where he was going.
- On top of that, First Coast tends to have a lot of knee injuries so be careful.
- Remember that you are in the Public Eye. First Coast received 2 motorist complaints and 2 call-ins. Be safe and follow procedures.
- Discussion on merging into traffic and letting the motorist get out and going first. Be careful. Trucks are old and need time to speed up.
- Long discussion on cone spacing and MOT.
 - Cones can be 25-50 feet apart if needed. Use the 10/30 skip lines as guides.
 - If the cones are not spaced far enough apart that will reduce your time to react and get out of the way if a car starts to hit them.
 - Don't double stack your cones.
 - Always put out all 15 cones.
 - Before you check on vehicle. You never know. This is for your safety.
 - Taper, buffer and tangent.
 - Make sure your cones are visible by having a proper taper.
 - When pulling up on the scene don't pull in too close. Leave a good 30-50 feet between you and the scene. Law Enforcement or other responders might need to pull in front of you. If you are too close you might end up with a responder parking behind you which does no good and reduces the impact of your MOT.

- Taper Taper Taper
- Reviewed different pictures of MOT scenes. The Team went over what looked good and what could have been done better.
- When a back-up Road Ranger is needed at the scene that 2nd Ranger should NOT walk up to see how things are going on. Set up far enough back from the first Ranger to be a benefit to traffic. Set up your MOT. You are not needed at the scene. Secure it!
- The beginning of April was terrible with codes. Cody went over 8 codes that were messed up or missed over a two week period. That is a lot of money that First Coast could have lost if Ryan didn't assist Cody with recovering those codes.
 - If you do not do a code properly there will be a financial fine to the employee. That amount depends on type of wrecker needed for a safe tow or if it is OT.
 - The last two weeks were perfect. We need to be consistent and better.
- There has been some "mysterious" damage to a couple of the Road Ranger vehicles. Please inspect your trucks properly. Once you catch something report it. If neither driver knows what happened and neither inspect the truck both will be held responsible.
- Cody mentioned to Josh the request to have the safety shirts in the next contract so they can get away from the uniform service with their shirt and safety vest built into one.
- Everyone seems to be good on badges and a few uniform issues are being worked out.
- Cody turned the meeting over to Ryan.
- When your truck is in need of service do not wait until you get in the yard to set your SPARR status as SERVICE. Once you can no longer perform your duties on the road way is when you have to change it. If you are driving and it is not safe to change, please ask the TMC to change it for you.
- The SHRP 2 responder training has been completed by all Road Rangers. Kelvin Singleton completed his earlier in the day. Ryan will get with Misha to document it.
- Red Tags are being printed and should arrive on the 12th. Ryan will get with Cody to distribute. Ryan to check with Laura on a procedure to clear out the abandons that have been out there for an extended period of time. They seem to be lagging.
- A Safe Tow brochure has been created and Penny is handling printing. Should have them soon. Once they are done we will work on updating the safe tow procedures more.
 - Josh spoke with FHP about not giving the Road Rangers grief about dropping people off on the official turn arounds.

- Cody mentioned that more times than not the drop spots just are not going to work. Josh said to keep trying the best we can and no procedure will capture everything.
- Ryan went over the HERO Operator in GA that was killed in late March. These meetings and your SOP are in place to avoid this. Pay attention and use best practices.
- Comment cards are way down (3% of events first quarter). We understand 100% is not realistic and NO you should not hand them out at crashes but 3% is way too low. Get credit for what you do. Make sure when you do pass one out that you actually mark it as an activity.
- A SPARR phone with known issues has been sent to SwRI to be looked at. Hopefully we have a resolution soon.
- An inspection is not a break. Get in, get set up and be ready. Don't smoke. If the TMC does not state why you are coming in just ask. When you come in for an inspection wait until you arrive to set it as INSPECTION being dispatched to an event takes priority to the inspection.
- You are in the public eye. No smoking or chewing tobacco while assisting the public, in the truck or on NFRTMC property (inspections/ safety meetings).
- Josh went over the Collins/ Blanding incident from late March and how MOT went better. He hit on notes above on proper MOT.
 - Remember you can move within your work zone to pick up cones or set up more effectively.
- Sherrell went over her part
 - Breaks and shift changes have been good. A couple of trucks break during AM rush but not too bad.
 - Inspections are decent but you should know where your equipment is. If you inspected your truck at shift change you should be able to locate everything quickly.
 - Use the time while getting set up for the shift change to inspect the truck yourself and to be prepared. You know what she is going to ask!
 - Ride alongs have gone smooth.
 - Ryan mentioned the benefit he has gained from doing them.
- No other Supervisor concerns were mentioned from the TMC.
- Road Rangers shared some stories of angry motorists.
- Josh dismissed the Road Rangers.
- The Contractor meeting was quick due to room time.

- Contract is status quo for RR and FDOT.
- Josh submitted for a 6 month extension which Greg was fine with.
- Contract being advertised as RFP and no set date yet.
- Nothing new on the marketing contract and funds.
- RISC is moving closer.
- \$15K in there for Southern to start.
- Troop G just needs to call it.

FCRR Sign-In-Sheet 5/5/2016

Name	Signature
MIKE LIVINGSTON	Mike Livingston SUPERVISOR
DEXTER DZIOBA	Dexter Dzioba
Daniel Charles	Dan Charles
DONALD TOPPING	Donald Topping
KELVIN L. SINGLETON	Kelvin L. Singleton
Rick TRIPP	Rick Tripp
Ralph Broadbent	Ralph Broadbent
JAMES BRIAN DYKES	James Dykes
Greg GAYWOLD	Greg Gaywold
VAME R STATION	Vame R Station
Valentino Anthony	Valentino Anthony
Matthew Hammock	Matthew Hammock
James Leigh	James Leigh
Kenneth Peterson	Kenneth Peterson
Luis Lee Lambert	Luis Lee Lambert
TERRY HOLE	Terry Hole
Cody Pahan	Cody Pahan
ANDREW HENRY	Andrew Henry
SHERRELL LALL	Sherrell Lall
RYAN CRIST	Ryan Crist
JOSH REICHERT	Josh Reichert