

COG TRAFFIC INCIDENT MANAGEMENT ENHANCEMENT (TIME)

Recommendations Report

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Transportation Planning Board
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Introduction

- In January 2018, the COG Board of Directors created the Traffic Incident Management Enhancement (TIME) Initiative to:
 - Assess Traffic Incident Management (TIM) in the National Capital Region
 - Recommend enhancements to regional practice and operations
- Leveraged COG's multi-disciplinary, multijurisdictional purview
- TIME Task Force of subject matter experts convened
- Recommendations report produced, presented today
- COG Board resolution approving the report also recommended subsequent actions

Traffic Incident Management (TIM)

- A planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible
 - Over 50% of motorists' delays are attributed to crashes and vehicle breakdowns
- Wide variety of potential responders on scene: police, fire, transportation, towing, others
- Data, personnel training, and best practices are key to success



Patrick Zilliacus/COG

TIME Task Force

- Subject matter experts from DC, MD, VA State/local agencies, National Park Service, toll roads, WMATA
- Police, fire and emergency medical services, 9-1-1 services, transportation operations, public information, towing/recovery
- Convened seven times February to October 2018, plus an expanded May 22 workshop
- Advised development of the recommendations report



May 22 Regional TIME Workshop (COG)

Task Force Recommendations

1. Update Regional Agreements and Improve Consistency of TIM Laws and Policies
 - New mutual aid transportation operations plan; ensure “move over”, “move it”, and “hold harmless” laws are in place
2. Coordinate Regional Annual TIM Self-Assessments
 - Convene stakeholders annually to track progress
3. Encourage and Coordinate TIM Trainings to Promote Best Practices
 - Responders must be trained; the region can help by hosting events
4. Launch Outreach Initiatives That Better Engage the Public and Officials on TIM
 - A campaign similar to Street Smart could promote educational messages

Task Force Recommendations

5. Create a Regional TIM Program
 - Identify resources to sustain an NCR program that can coordinate, track, and promote best practices
6. Designate Transportation Incident Responders As Emergency Responders Regionwide
 - Legal/policy changes to help transportation incident responders get to incident scenes quickly
7. Expand Roadway Service Patrols to Federal Parkways and Other Critical Major Roads Not Currently Covered
 - Convene the federal government, state and local jurisdictions to negotiate an agreement allowing for funding and deployment of patrols on parkways/key roadways

Strategies for Further Investigation

- A. Expedite Deployment of Cutting-Edge Technologies
- B. Improve Interjurisdictional Communications Capabilities
- C. Expand and Improve Closed Circuit Television Camera Coverage of Critical Roadways and Boundary Areas
- D. Expand 9-1-1 Center Computer-Aided Dispatch Automated Data Sharing Systems
- E. Explore Quick Clearance Incentives for Heavy-Duty Tow and Recovery Vehicle Contractors
- F. Develop a Responder Smartphone/Tablet App
- G. Develop Pre-Printed Field Operations Guide Documents for Responders
- H. Form Corridor Teams for Critical Roadways and Boundary Areas

COG Board Resolution R51-2019

Approved November 14, 2018

1. Approved publication of the recommendations report
2. Supported TIM best practices; encouraged members/involved responders to pursue report recommendations
3. Recommended DC/MD/VA legislatures review the existing “Potomac River Bridges Towing Compact”
 - Add bridges not currently covered (e.g. US 15, US 301)
 - Add transportation responder agencies to the list authorized to remove disabled or abandoned vehicles
4. Recommended DC/VA consideration of allowing transportation incident responders to use flashing lights/audible sirens (MD already has this)
5. Authorized sending stakeholder letters communicating the report and highlighting specific actionable items

Since R51-2019 Approval

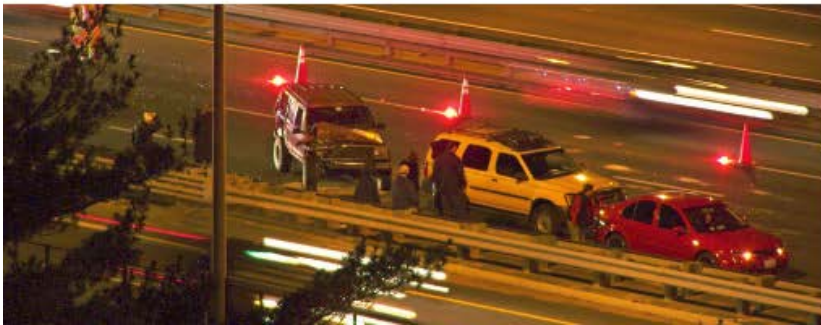
- COG letters were sent to legislative, administrative contacts
- Conference calls were convened with COG legislative reps, who agreed to legislative reviews
 - “Move It”, “Move Over”, “Hold Harmless” laws encouraged
 - New DC law/regulations now appear to have instituted/clarified “Move It” and “Move Over” laws in DC
- Potomac River Bridges Towing Compact changes probable
- DC/VA awareness and consideration of transportation incident responders lights/sirens issue
- TIM coordination activities proposed for inclusion in draft FY2020 UPWP, in conjunction with SPOTS, R-ESF 1, and MATOC
 - Proposed quarterly joint meeting on TIM

TIME-Related Legislative Summary

TOPIC	DC	MARYLAND	VIRGINIA
Move Over	New w/ Vision Zero Law	Already In Place	Already In Place
Move It	New w/ Vision Zero Law	Already In Place	Already In Place
Hold Harmless	May Consider	Not In Place	Already In Place
Transportation Incident Response Vehicles	May Consider	Already In Place	Considered in 2019, may again consider in 2020
Potomac Bridges Towing Compact	2019 Bill to Add 4 Bridges*	2019 Bill to Add 4 Bridges*	2019 Bill to Add 4 Bridges*

*US 301 (Nice/Middleton); US 340 (Sandy Hook); MD 17 / VA 287 (Brunswick); US 15 (Point of Rocks)

Questions/Discussion



Motorcade in DC (Mack Male/[Flickr](#)); 395 South (sabreguy/[Flickr](#)); (Patrick Zilliacus/COG)

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