

# COG TRAFFIC INCIDENT MANAGEMENT ENHANCEMENT (TIME)

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## Recommendations Report

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TPB Technical Committee  
January 4, 2019 – DRAFT

# Introduction

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- 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

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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

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## 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

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- 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*

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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



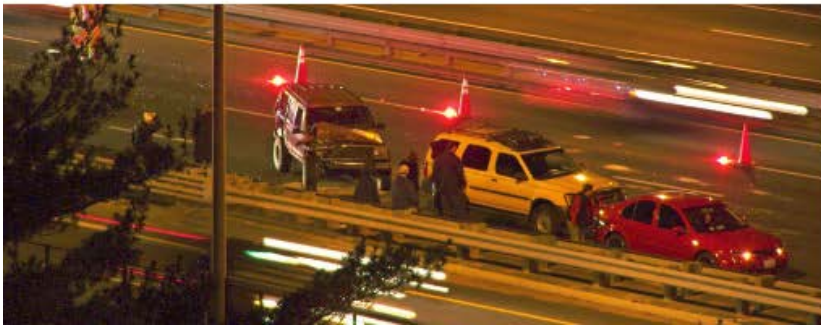
# Since R51-2019 Approval

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- 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
- Promising outlook for Potomac River Bridges Towing Compact changes
- DC/VA awareness of transportation incident responders lights/sirens issue – will be examined, uncertain outcome or time frame
- TIM coordination activities proposed for inclusion in draft FY2020 UPWP, in conjunction with SPOTS, R-ESF 1, and MATOC



# Questions/Discussion



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

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