

Statewide Traffic Incident Management Committee  
Meeting Minutes  
Virginia State Police Academy  
Classroom # 317  
December 5, 2019 | 10:00 a.m.

---

Colonel Gary T. Settle opened and welcomed everyone to the meeting at 10:06 a.m.

Minutes from the June 28, 2018 STIM meeting were adopted.

---

Colonel Settle presented a plaque to Colonel W. Steven Flaherty for his enhanced and advancement in Virginia's Statewide Traffic Incident Management Program.

Captain Ron Maxey announced First Sergeant Michele Ticho will be taking over as chair of the Training Oversight Committee.

---

Mr. Rick Via presented the VDOT Update with a Power Point

- Safety Service Patrol (SSP)– Coverage Area
  - Coverage Areas
    - 52 Routes
    - 22 are 24/7
  - I-81 Post Expansion:
    - Staunton District Results:  
(Difference between 1<sup>st</sup> Qtr. FY 19 & 1<sup>st</sup> Qtr. FY 20)
      - SSP Detected Incidents - +21%
      - Scene Clearance - +30%
      - Roadway Clearance – 10%
    - Salem District Results:  
(Difference between 1<sup>st</sup> Qtr. FY 19 & 1<sup>st</sup> Qtr. FY 20)
      - SSP Detected Incidents - +49%
      - Scene Clearance - +36%
      - Roadway Clearance - -9%
  - Proposed I-95 Post Expansion Richmond District:
    - 295
      - I-295 MP 28-43, 7 days a week 0500 – 2100 (current).
        - Proposal is for the post to cover from MP 28-53.
    - Chesterfield
      - I-95 MP 51-73, Mon Fri 0500-2100, Sat-Sun 1000-1800 (current).

- Proposal to cover 7 days a week 0500 2100 and split into two posts.
- Proposed I-95 Post Expansion Northern Virginia District:
  - Springfield Interchange:
    - Adding one additional post
- Operation Clear Roads – Emergency Relocation Program
  - Secure Towing and Recovery operations to clear the roadway quick and safety of disabled or damaged vehicles and their cargos restoring the roadway to it full capacity.
  - Secure timely dispatch of appropriate towing and recovery assets to an incident scene.
  - Provide multiple tools/ options for field personnel to solve unique operational issues.
    - Goal to Reduce:
      - Incident Duration, Congestion from Incidents, Vehicles Hours of Delay, Economic productivity loss to road users, Road User Cost, Impacts to System Reliability, Secondary and rear-end crashes, and Responders risk.
- Towing Recovering Incentive Program (TRIP)
  - TRIP Program Objectives:
    - Improve Responder Safety.
    - Reduce T2 to T6 duration and the Towing Response Time.
    - Improve communication with all stakeholders (bring towing into ICS process).
    - Improve towing capability not just on TRIP but all responses.
  - Proposed I-81 Expansion (Bristol, Salem and Staunton District)
    - Bristol:
      - TBD
    - Salem:
      - I-81 Montgomery and Roanoke Counties.
    - Staunton:
      - I-81 Augusta, Rockingham, Shenandoah & Frederick counties.
  - Proposed I-95 Expansion (Fredericksburg, Richmond, & Hampton Roads Districts)
    - Fredericksburg:
      - I-95 Stafford & Spotsylvania counties.
    - Richmond:
      - I-95 Caroline county
    - Hampton Roads (Proposed in support of Seasonal Trends):
      - Potential I-95 Sussex and Greenville counties.
- Unmanned Aerial System (UAS)
  - Memorandum of Agreement:
    - Department of Transportation and Department of State Police.

- Pilot use of advance photogrammetry equipment and unmanned aerial system to reduce crash investigation length to improve highway mobility and safety.
  - MOA signed on 6/14/2019
  - Department of State Police
    - Purchased eight UAS units.
  - Colonel provide an update:
    - No UAS currently deployed
    - Reached out to NC who is using these for accident reconstruction for a while. For a not complicated crash was taking 2hrs for an investigation; now 20 minutes. Big reduction.
    - VDOT is assisting with funds.
    - NC will assist us with our training.
- 

Captain Maxey presented TIM Performance Measures with a Power Point

- TIMS Training
  - Virginia is leading the nation with the In-Person training.
  - Last year North Carolina was behind Virginia by 446 people and twelve months later Virginia has pulled ahead by 2,258. Due to lots of training and thanks to our trainers.
  - National average trained 25%
  - Training increased by 6.3% from last year. Doing very well moving forward.
- Lane and Scene Clearance Data Collection
  - Lane Clearance is Defined as:
    - The removal of all crash related obstructions from the travel portion of the roadway.
      - Moving vehicle to the emergency shoulder
      - Clearing crash related debris
      - Repair to damaged roadway
  - Scene Clearance is Defined as:
    - The removal of all crash related activity from the entire roadway on which the crash occurred.
      - Crash investigation is complete and all vehicles removed
      - Moving the investigation to a secondary location not directly affecting normal flow of traffic.
        - Business Parking Lot
        - Non-emergency shoulders
  - Breakdown of State Police Lane and Scene Clearance:
    - Investigated 35,710 reported crashes

- 16% decrease in Clearance information compared to 2018
  - Within the last 24 months there been 19% increase; this is concerning.
  - Hoping DMV will do an upgrade in TREDIS system that will become a mandatory reporting.
- Clearance Data – Local Agencies
  - 249 local police agencies only reporting 22% of the time; will be off the interstate.
  - A 3% decrease in reporting in 2018.
- Lane/ Scene Clearance Data – VSP
  - Average lane clearance time was 53 minutes a 9 minute decrease from 2018.
  - Average scene clearance time was one hour and 39 minutes a 6 minute decrease from 2018.
- Lane and Scene Clearance by Time of Day
  - Division 1 and 7 is clearing faster at night time.
  - Past 12 months reduction:
    - Lane clearance 18 minutes
    - Scene 10 minutes
    - Crash 50 minutes (at night)
- Secondary Crash Data Collection VSP
  - Secondary Crash is defined as:
    - Directly related to traffic backup “queue”
    - From a previous crash
      - Not debris or other highway incident
    - On the same roadway
      - Non secondary roadways or detours
    - In either direction
- Secondary Crashes by VSP
  - All VSP Secondary Crashes documented 355 is a reduction from last year’s 386. This number may be a little off.
- Scene Clearance Times by Type of Crash – VSP (2017 – 2019)
  - Fatal Crashes reduction time: 15 minutes.
  - CMV Crashes reduction time: 50 minutes.
  - Injury Crashes reduction time: 60 minutes.
    - When looking at every single minute of reduction difference is huge for us.
- Average Lane and Scene Clearance Times – VSP (2017 – 2019)
  - Lane Clearance reduction time: 18 minutes.
  - Scene Clearance reduction time: 19 minutes.
  - Lane to Scene Clearance reduction time: 2 minutes.
    - The trend is differently coming down in right direction with these reductions based on the last 24 months.
- Average Lane and Scene Clearance Times – Locals (2017 – 2019)

- Fatal Crashes reduction time: 17 minutes.
  - CMV Crashes reduction time: 7 minutes.
  - Injury Crashes reduction time: 16 minutes.
  - Questions and Comments:
    - Frank Cheatham:
      - The training oversight side as well as well those who teach the program have talked about the definition of secondary accidents and bring some people together as a discussion point for instructor class. The secondary crashes can be worse than on the highway. Some type of group with 3 – 4 people need to come together.
- 

Mr. Frank Cheatham presented the TIMS Working group Best Practices Update

- Mr. Frank Cheatham title has changed to Fleet Logistics Administer and will continue to work on the TIMS program
- Oversight Committee Meeting:
  - Past years when having a training Oversight committee meeting we would occasionally bring everyone together at one time. This year we brought everyone together at one time (Division Coordinators and Training Oversight).
  - The response was overwhelming to do this on regular bases. The coordinators wanted to be involved in what we were talking about on the Oversight side of the house.
  - If the statewide committee agrees on doing this twice a year we will continue and will include the Division Coordinators.
  - No objections we will continue.
- Instructors:
  - Sent DCJS are picks form for the coming year.
  - Need less than 50 to pick for us.
  - Trying to get the load off DCJS; where pick forms goes into a file never to be used.
  - How are we going to train the trainer?
    - There will be a meeting going forward where we will go out to the different locations and do it rather than trying to do this in a big group.
- Plans to start a new Division early in 2020:
  - Two areas we are looking at; rural roads and probably little more city ordinated (little bit). Looking at rural roads side of the house for there is not whole lot there.
  - Talked with Katie a few weeks back and if we get going let her know and she will work with us. She informed me that the state of Washington just re-did theirs. Going to reach out and see about getting a copy and I already have a copy of Maine who just re-did theirs.

- Discussion on a Data Base:
  - Moving forward in 2020 we are looking at what data and how we want to keep that data and there will be support there.
- Committee Vacancies:
  - Currently two vacancies on the committee.
  - With the committee approval I like to keep a DMV representative on the committee.
    - Colonel Settle:
      - LT. Colonel Hanley is in charge and aware of the pressure and lack of resources.
- Best Practices:
  - Annually there is an EMS symposium held in Norfolk. This past November there was more than 17,050 attendees. The Governor's EMS awards were handed out Saturday night.
  - After the review committee met; Gary said we need to establish a Traffic Incident Management Board. Talked with several personnel on this and have received positive reviews.
  - What I would like to do is request a representative from each of the Disciplines (VDOT, Fire, Towing, and Law Enforcement – from the EMS side of the house) to form a committee and put this award together.
  - We do not want this to be just another EMS.
    - Colonel Settle:
      - First look at establishing a committee.
      - Second spear head on getting representatives together and getting criteria.
    - Frank:
      - Will put together criteria as a committee and send it out via email.
    - Colonel Settle:
      - Motion on the floor.
      - Approved.

#### Steve for Chief Kopczynski presented Responder Safety Updates

- 2 years ago Chief Kopczynski brought up to the committee his concern about responders working on overpasses; about falling intentionally or accidentally. There was some discussion and he had some thoughts ideas on this, but no word in the last 2 years.
- I have noticed in the construction area there is an orange reflective sign on the Jersey wall. Came up with a thought to place this laminate over the sign (showing committee the sample of the sign) in certain areas for Troopers, Fire Fighters, EMS working in these areas to be careful.
- We do need to look at cost and funding. Bring this to your attention for your consideration we may move forward in this project.

- VDOT thoughts:
    - An internal assessment on 16,000 structures would fall into question with height issues.
    - Prioritized what structure would be classified.
    - There would be a maintenance cost.
    - We have talked about alternatives, but do not know what approach to this situation would work.
  - Committee to follow up.
- 

#### Captain Thomas Bradshaw presented Communications

- Funded 6.5m; Connelly Equipment – Communicate with State agencies.
  - Funding includes:
    - Equipment
    - 4 teams (training, set-up, and questions)
  - Currently using monitors at primary position with the agency.
    - Located at the Dispatch center at each of the 7 Divisions and actually does roll call every night.
    - Actually seeing the equipment as it should.
    - Personnel are being trained
  - This is not a State Police initiative; it is a Commonwealth initiative.
  - 124 locations currently in receipt of equipment.
  - Additional Agencies to be in receipt:
    - 8 – State Agencies
    - 4 Universities
    - 6 Hospitals
  - If there are any questions you can contact me (CPT Bradshaw).
- 

#### Round Table Discussion:

- Steve:
  - With the Holiday season approaching we can decide having representatives in Commonwealth Rest Areas to hand out “Move Over Law”.
  - First was the first time Responder Safety was done in Virginia.
  - In the future it would be great to have this group push this throughout the Commonwealth.
- Frank:
  - Recommend the Responders Safety is set up at the Welcome Centers on 95 coming into Virginia.

---

Closing Comments:

- Colonel Gary Settle:
  - Motion to Adjourn. Next meeting?
    - Frank:
      - Next meeting next year; keeping this meeting going twice a year.
  - First Sergeant Ticho will push out dates for 2020 meetings.

---

Colonel Settle adjourned the meeting at 11:27 a.m.