



TRAFFIC MANAGEMENT ADVISORY COMMITTEE

Zoom Meeting

Wednesday September 2, 2020

Agenda



- Introductions
- Towing and Recovery Incentive Program (TRIP)
 - Andrew Lewis, Director, Traffic Operations Bureau, Iowa DOT
- Working with Towing Companies
 - Andy DeBoard, Operations Manager, Perry's Service
- General Discussion
 - Des Moines Area Regional Intelligent Transportation Systems (ITS) Architecture Update
 - Derecho discussion

Introductions

- Name
- Organization



Andrew Lewis

TOWING AND RECOVERY INCENTIVE PROGRAM (TRIP)

Andy DeBoard

WORKING WITH TOWING COMPANIES

Emergency Response

A Towing Perspective

Private Entities

Typically only privately owned link in the Emergency Response Chain

Presents unique challenges

Limited formalized training/certifications

- No required training

- Varying driver abilities

Public Perception

Were the “bad guys”

We “stole” their vehicle

Were ripping them off

We take the blame even when under law enforcement direction

Know Your Tow Companies

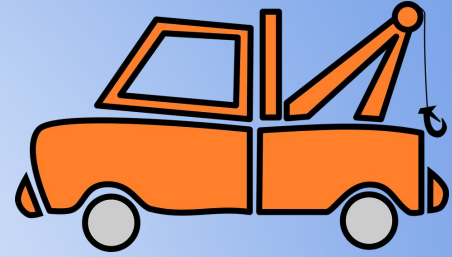
Contracts and arrangements

Not all tow companies built the same

Each has unique resources

Can they handle the job safely?

Hands on training opportunities



First Responders?

Are tow trucks considered first responders?

Can be licensed by the DOT as “Authorized Emergency Vehicles”

Last first responder



Responses

Don't assume we're coming from our office

Call as soon as you know we'll be needed

Standby for extended scene times

How soon do you need us there?

Have to follow traffic laws on most calls

Expedited and Emergent Response



Double Dispatching

Owner Preference vs Greater Good

Contracts and service agreements

Has the driver already called a tow or their insurance

Call to confirm

Not always aware its an active accident scene

2 different companies called, someone is leaving empty handed

Private vs Impound

Why are we towing the vehicle?

Where is it going?

Impound- Storage Yard

Private- Body shop?, Repair shop?, Residence?, Storage Yard?

If not going to storage, how are we going to be paid?

Most instances, customer must pay upfront

What are we doing?

Tell us what is going on, not what you think we need

What we often hear

“XYZ Police Department, we need a flatbed for a Chevrolet Impala at X”

Could Mean

Vehicle is a rollover, all tires appear attached and inflated, there will be extensive cleanup with glass and fluids

Or

Vehicle has mechanical issues and just needs moved

Or

Vehicle is just a burnt shell

Accurate Information

“Box truck”



Hold your tower accountable

Accident cleanup is towers responsibility

Vehicle securement

DOT regulates how vehicles are secured

Often times towers leave scene undersecured

Tow lights



Teamwork

On scene we all have to work as a team

Not always used to working with other towers

Need to have input on what we can do

Most officers very accomodating

Were All On The Same Team

Public Safety Is A Priority

GENERAL DISCUSSIONS

General Discussion Topics

- Presentation Discussions
- Community Updates
 - News, projects, events, constructions, incidents, etc.
 - Des Moines Area Regional ITS Architecture Update
 - Derecho discussion
- Next Meeting

Des Moines Area Regional ITS Architecture Update

- The MPO's current [Regional ITS Architecture Update](#) was published in August 2009
 - Horizon of 10 years, or 2019
- Regional ITS Architecture Purpose
 - Comply with Federal ITS Architecture & Standards Rule/Policy
 - Respond to MPO's *Mobilizing Tomorrow* to "conduct a regional inventory of ITS architecture"
 - Promote orderly and efficient ITS developments
 - Help reduce costs, time, and risks
 - Establish better connections and communications among people and systems



Des Moines Area Regional ITS Architecture Update

- ITS Architecture includes
 - Stakeholders
 - Needs
 - Roles and Responsibilities
 - ITS inventory and agency ITS services
 - Interconnects and information flows among agencies
 - ITS standards
 - Institutional agreements

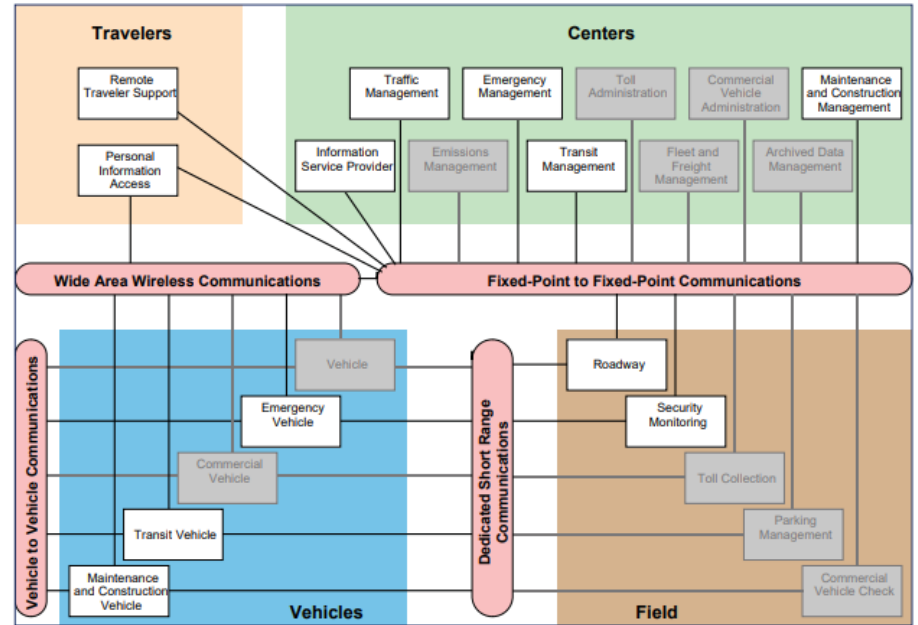
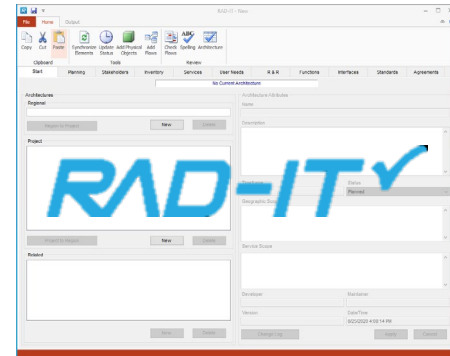


FIGURE 2. Regional ITS Architecture Subsystems.

Des Moines Area Regional ITS Architecture Update

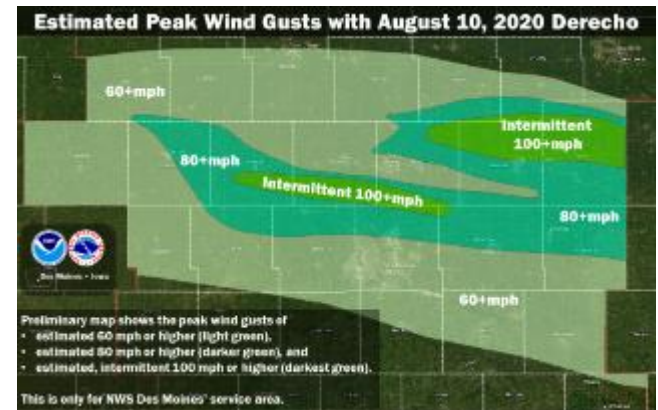
- Update Process
 - RAD-IT ITS Architecture software
 - Series of surveys/questionnaires for each ITS Architecture component
 - Review existing ITS architecture on file
 - Surveys/questionnaires to record ITS updates into RAD-IT
 - Perhaps some individual online meetings
 - Process subject to change

- First, reaching out to MPO communities and TMAC members to help identify appropriate stakeholders and contact information



Derecho Discussion

- Derecho impacts in your community?
 - Electricity and telecommunications
 - Buildings and infrastructure
 - Traffic
 - Trees and debris
 - Others?
- How did your agency respond during and post derecho?
 - Recovery status?
- Preparations or planning for the next event?



2020 TMAC Topics

Best Practices

- Emergency Vehicles Warning Best Practices
- Distracted Driving and Countermeasures
- Develop a Metro-wide Training Handout (Services Book) on Available Training to Provide to Metro Departments

Construction

- Construction within the MPO Area and Continued Construction Updates
- Workzone Safety Initiatives
- Information on Planned Safety Improvements on Major Roadways

Incident Response and Management

- Quick Clearance
- Better Local Agency Access to Traffic Cameras
- Sharing Resources for Incidents
- Lane Closure Management Across the Metro

Infrastructure and Technology

- Outdated Infrastructure
- Connected Vehicles
- FirstNet

Towing

- Towing Company Safety
- Towing Recovery Incentive Program (TRIP)
- Information and Sharing with Towing Companies

Next Meeting



Wednesday October 7, 2020

10 AM

Zoom

