



Resolution 2020-11-7

Acknowledging the Transportation Policy Board's Approval of the CAMPO Region Open Roads Policy

WHEREAS, a traffic incident is defined as any unanticipated, non-recurring event that reduces roadway capacity or causes the roadway to operate atypically. Traffic incidents may include any of the following when they occur on or adjacent to the roadway: vehicular crashes, stalled vehicles, abandoned vehicles, or loose debris. When they occur, traffic incidents impede safe and efficient roadway operations.

WHEREAS, the quality of life in the State of Texas is heavily dependent upon the free movement of people, vehicles and commerce. Law enforcement, emergency responders, local transportation agencies, the TxDOT Austin District, and the traveling public share the responsibility for achieving and maintaining the degree of order necessary to make this free movement possible.

WHEREAS, the adoption of the CAMPO Region Open Roads Policy strengthens the existing commitment to safe and prompt clearance of traffic incidents from roadways. This commitment is already championed by agencies throughout the region, and the adoption of this Open Roads Policy by the CAMPO Transportation Policy Board formalizes that commitment and properly recognizes effective incident management as an important component of maintaining regional mobility.

WHEREAS, the CAMPO Region Open Roads Policy is consistent with the goals established in previous planning efforts accepted by the CAMPO Transportation Policy Board, including the CAMPO Regional Incident Management Strategic Plan and Performance Assessment (2018) and the CAMPO 2045 Regional Transportation Plan (2020). The establishment of such an agreement is also consistent with the goals and efforts of the Austin Incident Management for Highways (AIMHigh) working group, which is composed of members of law enforcement, emergency response, and transportation agencies throughout the region.

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the CAMPO Region Open Roads Policy as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the CAMPO Open Roads Policy as reflected was made on November 2, 2020 by Mr. Tucker Ferguson, P.E., and duly seconded by Commissioner Cynthia Long.

Ayes: Commissioner Cynthia Long, Council Member Anne Kitchen, Mayor Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Council Member Marci Cannon (Proxy for Mayor Troy Hill), Commissioner Gerald Daugherty, Mr. Tucker Ferguson, P.E., Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Mayor Dale Ross, Commissioner Brigid Shea (Proxy for Commissioner Jeffrey Travillion), Commissioner Edward Theriot, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Judge Sam Biscoe and Council Member Jimmy Flannigan

SIGNED this 2nd day of November 2020.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

CAMPO Region Open Roads Interlocal Agreement

Whenever a roadway or travel lane is closed, partially blocked, or otherwise negatively impacted due to a traffic incident, responders shall re-open the roadway as soon as possible in an URGENT MANNER. Safety of the public and incident responders will remain the highest priority and must be preserved.

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With the establishment of this Open Roads Interlocal Agreement, all partners have a shared responsibility to do whatever is reasonable to reduce the risk to incident responders, reduce the risk of secondary traffic incidents, and reduce delays associated with incidents, maintenance, construction, and enforcement.

Through this Open Roads Interlocal Agreement, those responding to an incident on minor arterials and above are encouraged to work toward meeting the National Unified Goal of clearing all traffic incidents from the travel portion of the roadway within 90 minutes.

Recognizing the role that controlled access facilities play in maintaining regional mobility, those responding to a incidents on controlled access facilities shall make every reasonable attempt to provide initial incident response within 30 minutes and, when prudent, to clear all traffic incidents from controlled access facility travel lanes and shoulders within 60 minutes. As a result, roadway users will benefit from a safer and less congested roadway network, and incident responders will benefit from limiting time spent at potentially dangerous incident scenes in or near the roadway.

Agencies responding to incidents and agencies maintaining the roadway network both share an interest in meeting the incident management goals described above, and as a result these agencies each have a responsibility to track and regularly assess incident management performance within their organizations. Agencies may be requested to report on incident management performance.

While agencies must work together to promptly and safely clear a traffic incident, these agencies have varying responsibilities in traffic incident response and clearance. These responsibilities are listed below by agency type and extend as applicable to any service provider (such as a roadway service patrol contractor, maintenance contractor, or towing service contractor) contracting with that agency to assist with any aspect of traffic incident management.

Responsibilities of Law Enforcement

Law enforcement agencies will utilize technology, equipment, and approved methods to safely and efficiently document and investigate incident scenes. Using these techniques, law enforcement agencies will prioritize on-scene investigative tasks to reopen travel lanes quickly, and may conduct “non-critical” portions of an investigation later. Law enforcement officers will exercise the authority provided by the Texas Transportation Code Authority Removal Law (TTC§545.3051) and Driver Removal Law (TTC§550.022b) when they deem that the presence

of vehicles or cargo at an incident scene impedes the ability of incident managers to meet the goals established in this Open Roads Interlocal Agreement.

Responsibilities of Fire and Emergency Medical Services Responders

Emergency response agencies will cooperate regionally to reduce traffic incident response times for incidents which require such a response. In coordination with law enforcement, emergency response agencies will exercise the authority provided by the Texas Transportation Code Authority Removal Law (TTC§545.3051) and Driver Removal Law (TTC§550.022b) when they deem that the presence of vehicles or cargo at an incident scene impedes the ability of incident managers to meet the goals established in this Open Roads Interlocal Agreement.

Responsibilities of Road Maintaining Agencies

Road maintaining agencies will promptly respond to reports of roadway debris on the roads which they maintain. Road maintaining agencies will use all avenues of communication available to them to communicate accurate and timely traffic incident information to the traveling public and adjust traffic signal timing to accommodate incident related traffic. Road maintaining agencies will assist with temporary traffic control at the direction of the incident commander on scene in an effort to meet the goals established in this Open Roads Interlocal Agreement.

Responsibilities of CAMPO

CAMPO will support opportunities to further develop and fund regional traffic incident management initiatives and programs, including those identified in the CAMPO Regional Incident Management Strategic Plan and Performance Assessment. CAMPO will facilitate regular assessments of regional traffic incident management performance.

Responsibilities of Municipalities

Municipalities will review their municipal codes to confirm the conformance with the goals established in this Open Roads Interlocal Agreement. If any sections of municipal code or statutes are not in accordance with these goals, then municipalities will update the non-conforming sections of municipal code.

Responsibilities of AIMHigh

The AIMHigh working group will meet regularly to discuss items of interest to incident managers within the CAMPO Region. The AIMHigh working group will proactively encourage participation from members of law enforcement, emergency response, and road maintaining agencies throughout the region.

Expected Conduct of Commercial Vehicle Operators and the Traveling Public

Commercial vehicle operators and the traveling public will follow applicable laws and regulations to preserve the safety of those involved in or responding to an incident. Commercial vehicle operators and the traveling public will not hinder the efforts of incident management personnel attempting to meet the traffic incident management goals established in this Open Roads Interlocal Agreement.