

RESOLUTION NO. 47-97

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, ADOPTING RECOMMENDATIONS OF THE DALLAS REGIONAL MOBILITY COALITION (DRMC) FREEWAY MANAGEMENT WORKGROUP, ESTABLISHING FREEWAY MANAGEMENT AND INCIDENT REMOVAL FROM MAJOR ROADWAYS AS A PRIORITY, AND ENCOURAGING AREA/ REGIONAL ALLIANCES TO PROVIDE EFFECTIVE FREEWAY MANAGEMENT PRACTICES TO IMPROVE MOBILITY.

WHEREAS, the City Council of the City of Mesquite recognizes the vital relationship between mobility and effective transportation management practices for the continued economic viability of the entire area, thus impacting the quality of life for all citizens; and,

WHEREAS, funding restrictions on providing additional expanded capacity for major roadways in the area coupled with federal air quality conformity mandates require transportation leaders and local governments to address use of existing roadway capacity in a more effective manner; and,

WHEREAS, DRMC adopted as part of its annual work plan a focus on freeway management and incident removal from major roadways during peak congestion periods in an effort to address mobility and air quality requirements; and,

WHEREAS, a Freeway Management Workgroup was established by DRMC to identify issues and potential enhancement to existing practices of agencies involved in the detection, response, and clearance of incidents from major roadways during peak traffic periods; and,

WHEREAS, the Workgroup has submitted recommendations to set in motion various projects and programs to address freeway management and incident clearance in the Dallas area;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. Recommendations of the DRMC Freeway Management Workgroup (Attachment 'A') are hereby adopted by the Mesquite City Council for support, additional refinement, and implementation as appropriate.

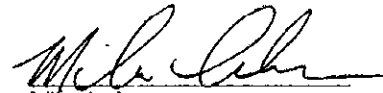
SECTION 2. The Mesquite City Council acknowledges freeway management as a critical element affecting mobility and supports implementation of the aforementioned recommendations as a priority for departments and divisions of affected local governments, and encourages area/regional alliances to achieve enhanced mobility and congestion relief.

SECTION 3. Copies of this resolution shall be forwarded to the Dallas Regional Mobility Coalition, the Dallas District Engineer for TXDOT, the Dallas Area Rapid Transit Authority, (DART), the Regional Transportation Council (RTC) and the Texas Transportation Institute and participating

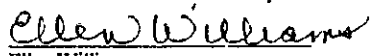
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agencies with an expression of appreciation for cooperative efforts to develop these recommendations and methods for implementation.

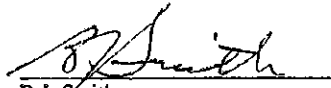
DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 15th day of December, 1997.

  
Mike Anderson  
Mayor

ATTEST:

  
Ellen Williams  
City Secretary

APPROVED:

  
B.J. Smith  
City Attorney

**DALLAS REGIONAL MOBILITY COALITION  
FREEWAY MANAGEMENT WORKGROUP**  
Items Considered for Action /Implementation

**Priority / First Level**

1. ENHANCED RELATIONSHIP / ENCOURAGEMENT WITH RUSH-HOUR NEWS MEDIA (TRAFFIC REPORTS/HELICOPTERS) TO HAVE PSA'S READY TO GO FOR CERTAIN AREAS ON ALTERNATE ROUTES, 'MOVE-IT' REMINDERS, ETC.
2. REFERENCE MARKERS BY TXDOT / TTA / LOCALS TO PROVIDE EXACT LOCATIONS TO ALLOW CELLULAR PHONE REPORTS TO PINPOINT LOCATION, LANES, DIRECTION OF TRAVEL, OF INCIDENTS---THUS ENHANCING RESPONSE TIMES OF NEEDED EQUIPMENT / PERSONNEL.
3. UNIFORM POLICY / PROCEDURE FOR LOCAL AGENCIES REGARDING AUTHORITY TO ORDER HEAVY EQUIPMENT TO CLEAR ROADWAYS.
4. CENTRALIZE CONTACT POINT TO TXDOT FROM LOCAL AGENCIES FOR ASSISTANCE REQUESTS, HEAVY EQUIPMENT, ETC. (MAYBE AT NEW SATELLITE CENTER) TXDOT WOULD MAINTAIN INVENTORY AND ACCESS NEAREST REQUIRED EQUIPMENT / PERSONNEL TO ASSIST IN ROADWAY CLEARANCE.
5. CLARIFY AND ENCOURAGE UNIFORM DISCRETIONARY POLICY WITH LAW ENFORCEMENT AGENCIES ON USE OF 'PUSH-BUMPERS' TO IMMEDIATELY CLEAR ROADWAY DURING PEAK HOURS OF STALLED/DISABLED VEHICLES TO A PLACE OF SAFETY OFF TRAVELED PORTION OF ROADWAY.
6. DEVELOP AND ENCOURAGE ADOPTION OF 'CORRIDOR' CONCEPT FOR TOWING / WRECKER SERVICE---THIS WOULD REQUIRE AGREEMENT WITH ALL AREA CITIES AS TO CONTRACT, RESPONSE TIME, EQUIPMENT, ETC.
7. IMPLEMENT, THROUGH INSURANCE COMPANIES, AAA, ETC., ENHANCED AWARENESS AND CONSTANT REMINDERS (MEDIA, INSURANCE CARDS, PUBLICITY) OF 'MOVE-IT' LAW TO REQUIRE MOTORISTS INVOLVED IN MINOR ACCIDENTS ON FREEWAYS TO IMMEDIATELY MOVE VEHICLES FROM LANES OF TRAFFIC.
8. ADDRESS ISSUE WITH INVESTIGATIVE AGENCIES FOR ROADWAY INCIDENTS THE BALANCE BETWEEN INVESTIGATIVE EFFORT AND TIME FOR DOCUMENTATION OF INCIDENT WITH COST / IMPACT OF DELAYS/CLOSURES DURING PEAK HOURS-----NO ATTEMPT TO SACRIFICE SAFETY OF RESPONDERS. RATHER HOW CAN ROADWAY BE CLEARED IN A TIMELY FASHION DURING THE MORNING AND EVENING PEAK TRAFFIC PERIODS

Second Level - Areas to Address

- 1 CHANGE IN STATE LAW TO ALLOW 'TICKET BY MAIL' FOR LANE VIOLATIONS AND ALLOW VIDEO ENFORCEMENT CAPABILITY (HOV ISSUE)
- 2 ENHANCE INITIAL TRAINING OF LAW ENFORCEMENT / FIRE / EMS PERSONNEL ON PRIORITY TO REDUCE LANE BLOCKAGE AND DECREASE ROADWAY CLEARANCE TIMES FOR INCIDENTS ON MAJOR ROADWAYS DURING PEAK HOURS-----AGAIN, REEMPHASIZE NO DESIRE TO IMPEDE SAFETY ISSUES FOR RESPONDERS, RATHER HOW CAN INCIDENT BE ADDRESSED AND ROADWAY CLEARED MORE QUICKLY.
3. ADDRESS LIABILITY ISSUES (LEGAL) FOR TIME REQUIRED FOR EMS PERSONNEL TO GET INFORMATION AND COMPLETE PAPERWORK AT SCENE OF INCIDENT-----THIS WOULD PROBABLY REQUIRE UNIFORM POLICY FOR EMS RESPONDERS.
4. DEVELOP / IMPLEMENT FOCUSED INCIDENT COMMAND PROCEDURE FOR INCIDENTS ON MAJOR ROADWAYS DURING PEAK HOURS. FIND INCENTIVE FOR IN-SERVICE TRAINING / ROLL-CALL TRAINING TO REINFORCE THE DESIRE PRACTICES WITH POLICE/FIRE/EMS.
5. POTENTIAL TO EXPAND TXDOT COURTESY PATROL EQUIPMENT AND ROADWAY CLEARANCE CAPABILITY (NOT REPLACING / COMPETING WITH WRECKER SERVICE, RATHER IMMEDIATE CLEARANCE OF ROADWAY AND MOVING VEHICLES/ITEMS TO A PLACE OF SAFETY OFF TRAVEL LANES)
6. UNIFORM POLICY / SEEK WAIVERS FOR HAZ-MAT REQUIREMENTS FOR CERTAIN INCIDENTS DURING PEAK HOURS----BALANCE LIMITED THREAT OF MATERIALS TO COST/IMPACT ON MOTORISTS DURING PEAK HOURS.
- 7 LOCAL SCHEDULING OF PUBLIC WORKS AND TRAFFIC SIGNAL PERSONNEL TO PROVIDE IMMEDIATE RESPONSE DURING PEAK HOURS FOR EQUIPEMENT, SIGNAL REPAIR, ALTERNATE ROUTING METHODS.
8. COORDINATE WITH TXDOT MORE EFFICTIVE 18 WHEELER / CARGO CLEARANCE AUTHORITY AND QUICKEST METHOD TO GET ROADWAY REOPENED.
- 9 POSSIBILITY / PRACTICALITY OF ONE LAW ENFORCEMENT AGENCY HANDLING INCIDENTS ON 'CORRIDOR' ROADWAYS (LOCAL AGENCY, COUNTY, STATE)

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