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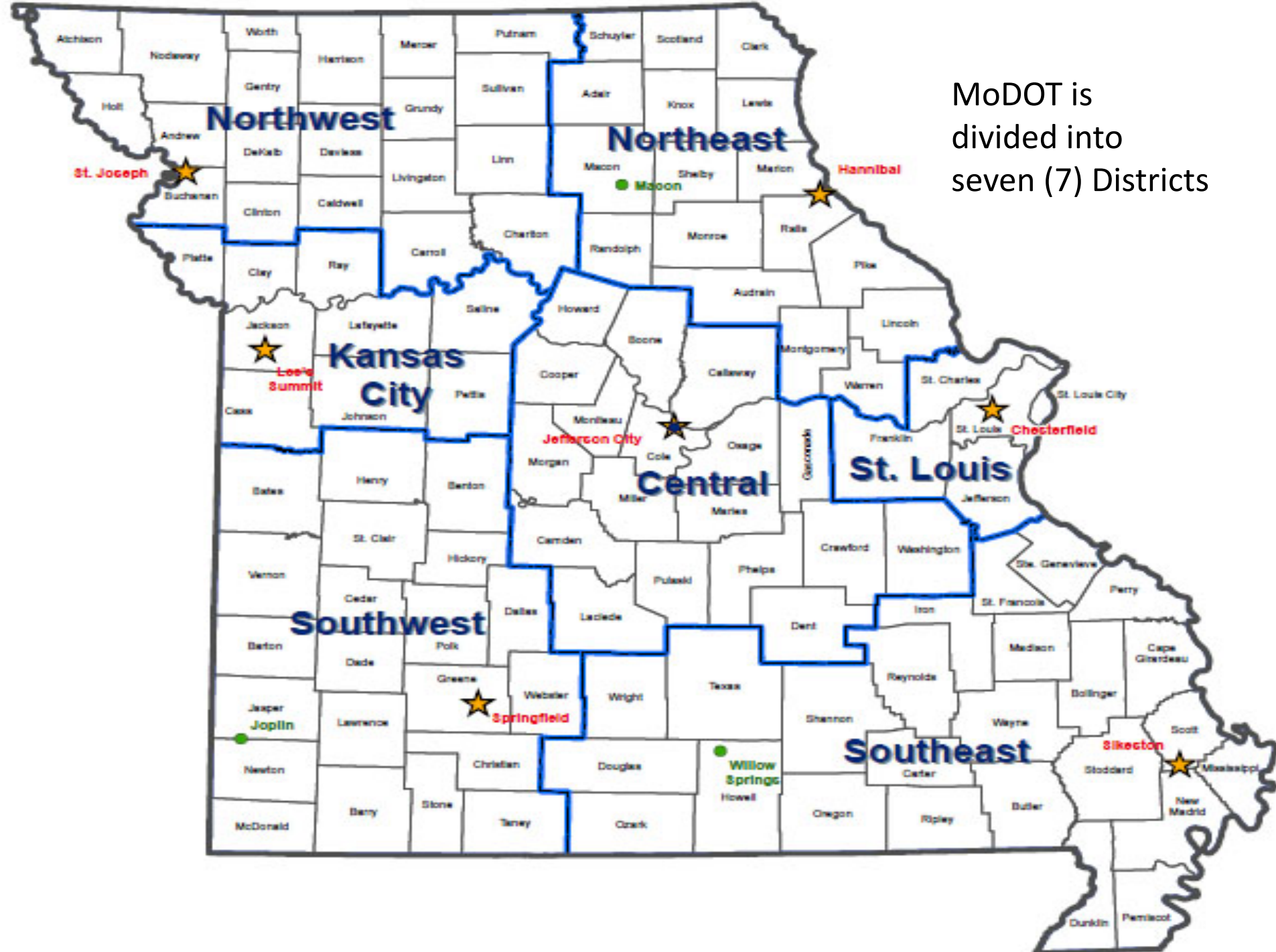
(314) 565-9902



Safety Service Patrol Idea Sharing Network

Session VIII: Preparing for and Responding to Major Traffic Events





MoDOT is
divided into
seven (7) Districts

MoDOT has 3
TMC's, located in:

- St. Louis
- Kansas City
- Springfield



MoDOT's St. Louis TMC and Emergency Response are 24/7/365



Managing Traffic: Work Zones, Traffic Signals, Emergency Response, Tunnel Operations, Call Reports, Dispatching, Customer Service Calls. St. Louis TMC manages ALL customer calls statewide after normal working hours. 24/7/365.

MoDOT St. Louis Region Emergency Response & Incident Response

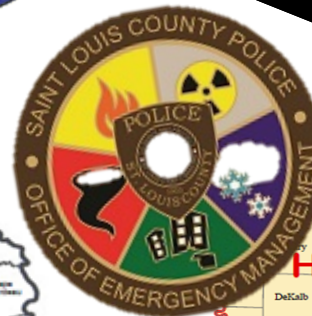
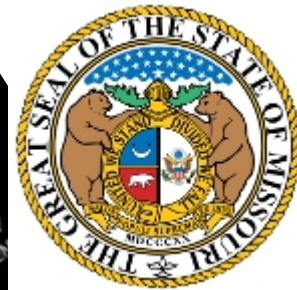


- ❖ We do more than respond to motorists or provide traffic control
- ❖ We **manage** the incident on-scene
- ❖ **Partner** with other first responders
- ❖ Quick Clearance
- ❖ Push/Pull
- ❖ Winter Operations

PARTNERS

Multiple agencies respond to similar events & incidents

MoDOT



MISSOURI
DEPARTMENT OF
NATURAL RESOURCES



Why and how is the DOT involved in a Civil Unrest incident?



How do we keep our personnel, the motoring public and pedestrians safe while keeping traffic flowing through the region?



63 Arrested after I-70 Shutdown





Protesters, including activist Cleo Willis (left), square off against a line of St. Louis police officers as they attempt to enter Interstate 70 at Hanley Road on Wednesday, Sept. 10, 2014. Photo by Robert Cohen, rcohen@post-dispatch.com



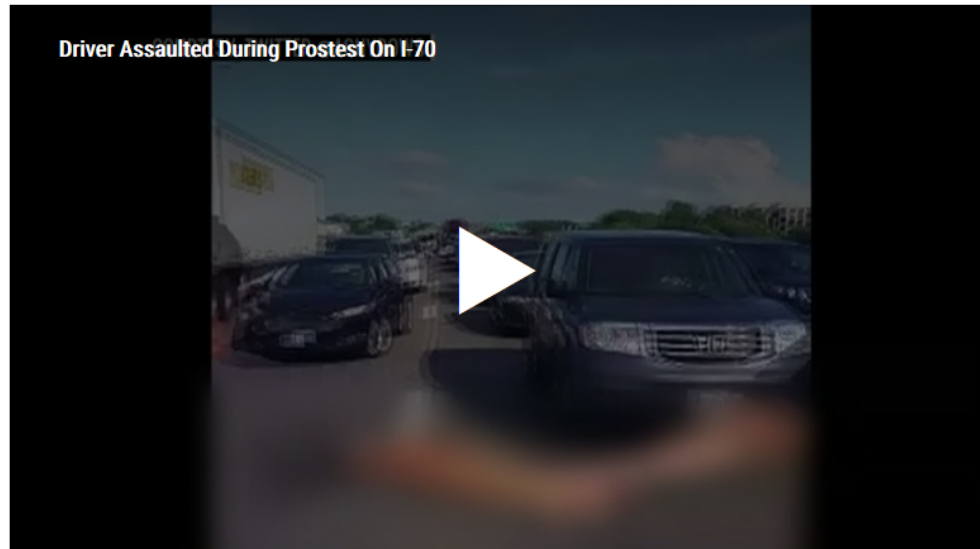
Monday August 10, 2015
I-70 @ Missouri River in St. Louis Co



Wednesday, Sept. 10, 2014 I-70 @ Hanley Road

Driver punched before breaking line of protesters blocking I-70

POSTED 5:56 PM, AUGUST 11, 2015, BY [SHIRLEY WASHINGTON](#)



ST. CHARLES, MO (KTVI) – 63 protesters are facing charges for shutting down Interstate 70 at the Blanchette Bridge. They set up barricades then stood in the middle of the highway bringing traffic to a complete stop during Monday evening's rush hour.

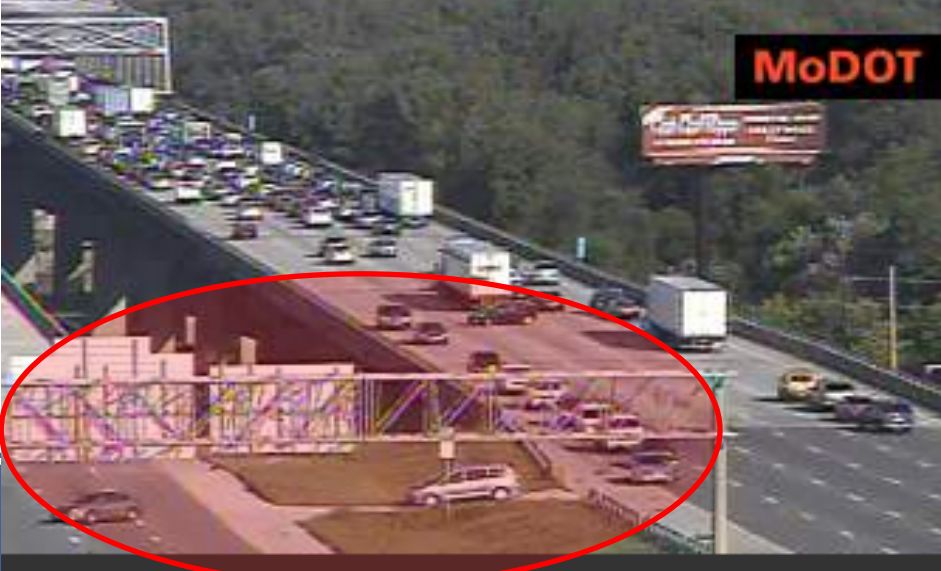
Police say the driver of an SUV was sucker punched as she guided her vehicle through the crowd. One protester is seen on video provided by Bommarito Automotive Sky Fox kicking the SUV causing about five thousand dollars worth of damage as others yelled and screamed at the driver.

The protesters are facing misdemeanor charges for disobeying police commands to clear the interstate and for interfering with officers.





<http://fox2now.com/2015/08/10/protesters-shut-down-i-70-near-blanchette-bridge/>



Lessons Learned



We push or pull vehicles out of the travel lanes. This happens on a daily basis, relocating them to the shoulder where tow can safely hook up and remove them at a later time. However during this timeframe Law Enforcement and other Emergency Agencies were tied up and not responding as quickly to routine highway incidents.



Have an ICS 205 filled out and briefed to field crews for interoperable communication within your organization and with other agencies.



Pre-stage Personnel and equipment for known or suspected areas of impact.



When working in the city limits of the City of St. Louis our operators are assigned LE radios and are in direct communication with City Police and are dispatched by both MoDOT and City Police dispatch.



We “TAG” around 600 – 800 abandoned vehicles monthly along the interstate system. However during times of heightened activity of unrest operators should be aware of any know threats such as “ambush” against Law Enforcement or other responders. Our Emergency lighting on vehicles displays no “BLUE” lights to the front in an effort to distinguish our vehicles from LE.

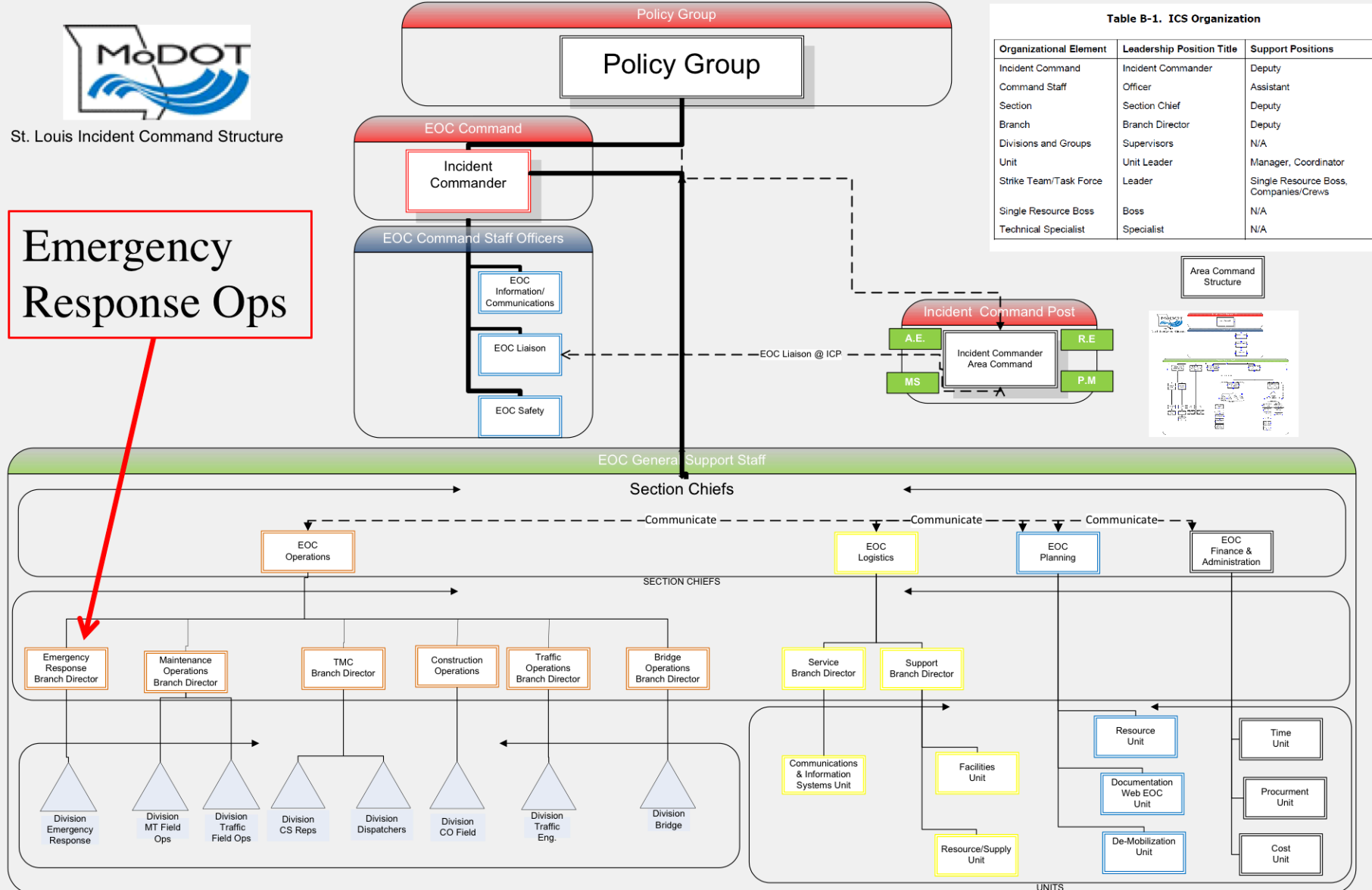


Coordination, Cooperation, and Communication with all partners to keep traffic moving.



St. Louis Incident Command Structure

Emergency Response Ops



Having our ICS & EOC Structure in place before an event is critical in the success of the mission. Everyone needs to know their role and where they fit in the structure.



Our operators were diverting traffic about 3 miles back. Motorists were upset and yelling at our operators some motorists had the perception that our personnel were “shutting down” the highway so people could protest.

What requests did we get?

- Barrier wall
- Lighting units
- Chairs
- Clean-up
- Generators
- Fuel
- Traffic Control
- Multiple area shut down
- Assist with ramp closures
- Camera monitoring



What are your policies and procedures

Who is cleaning up the roadway?
What type of PPE is needed?

The weeks and months following:

- Lots of highway shootings
- Who is still helping the motorist when there are crashes?
- LE is too busy?
- Some of our personnel lived in the area affected and had worries and concerns.
- Side comments from coworkers and visitors / guests / customers calling in
- Personnel who live in the area, lives are disrupted
- Seeing activities LIVE unedited on-camera – all day long,





Who cleans up after? The trash? The debris? The evidence?

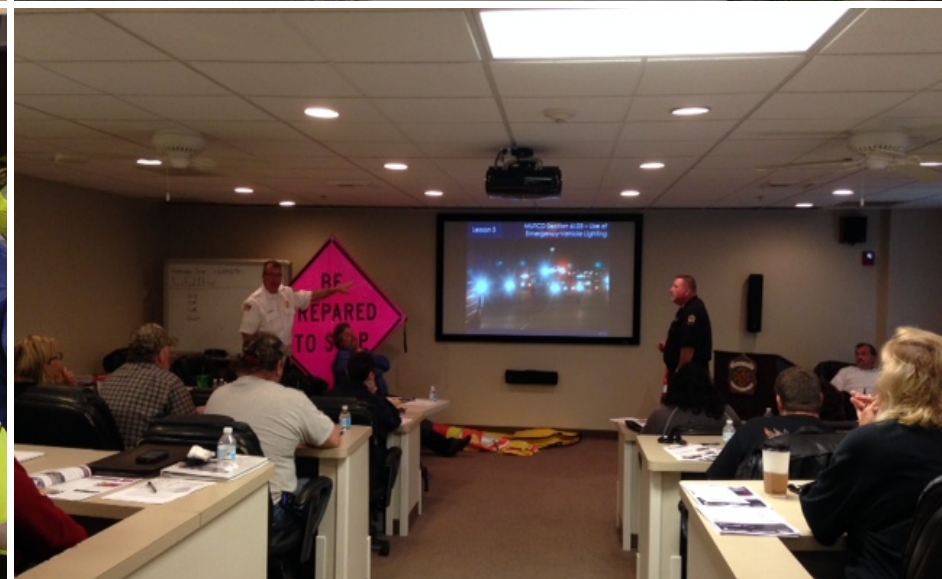
Who is watching the queue?

70 MPH cresting the hill into "stopped" traffic



After Action Reviews & Training





Traffic Incident Management (TIM) outreach and training.

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