



MYRTLE BEACH POLICE DEPARTMENT

ADMINISTRATIVE REGULATIONS AND OPERATING PROCEDURES

Subject: *Traffic Congestion Management*

Number: 253

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Approved By:

PURPOSE

The purpose of traffic congestion management is to reduce the intensity of motor vehicle use during peak hour congestion, thereby easing gridlock in movement and encouraging commuters to take alternative routes.

GENERAL INFORMATION

The City of Myrtle Beach is a tourist destination and traffic congestion becomes a major hardship for the tourists and residents alike. City council has adopted an ordinance (2009-14) to deal with various types of traffic congestion. This regulation is to provide guidelines in handling of this congestion so that a normal flow of traffic can be achieved within a reasonable amount of time.

DEFINITIONS

Congestion traffic- is a condition of oversaturation or increasing intense use on public roads systems when traffic demands exceed roadway capacity. This is the type of congestion where there are simply more vehicles than roadway at any given time.

Recurring congestion traffic management counter measures- measures to be taken by law enforcement to relieve congestion traffic in any area within the city where traffic has dramatically impacted or disrupted the normal functional operation of the streets and roadways within the city limits of Myrtle Beach.

Countermeasures

- a. The diversion (or flush) of traffic from the congested area to other areas where there is no congestion.
- b. To facilitate the diversion of traffic the following items may be used to complete the diversion:
 - 1) Manpower;
 - 2) Patrol Cars;
 - 3) Barricades

PROCEDURE

The following steps will be accomplished before any traffic congestion counter measures are put into place.

1. The ranking law enforcement supervisor on duty will constantly observe the traffic flow on the streets and roadways of Myrtle Beach. Should he/she find that traffic has caused these areas to become gridlocked and no traffic is moving, the supervisor will call the Division Lieutenant and make them aware of the situation and ask for permission to proceed with a recurring congestion traffic countermeasure. The supervisor will document the traffic congestion by utilizing in car videos or department issued digital cameras. Items to be discussed by the Supervisor and the Division Lieutenant shall be;
 - a. Area of the city that is being affected
 - b. Operational plan of action to relieve the gridlocked or congested area
 - c. Manpower required to complete this with safety of the officers and the general public having first priority
 - d. Estimated time that will be needed to ease the traffic flow back to a normal standard.
2. Once the plan is formulated and approved, the Supervisor will have all officers respond to the predetermined posts, and will not proceed with the countermeasure until all personnel are in place.
3. Before the counter measure is put into place the Supervisor will make sure all personnel have signed off at their assigned posts over the radio and the Supervisor will have the dispatcher assign a CAD number to the counter measure and log the beginning and ending time of the counter measure
4. Once all personnel are in place, the countermeasure will be implemented and remain in effect until the congested area is reduced to a normal traffic flow.
5. The countermeasure will not stay in effect any longer than is needed to reduce the traffic congestion back to the normal flow of traffic.
6. Nothing in this regulation will restrict any counter measure being used in what would be considered an emergency situation. Situations such as accident scenes, fire scenes, or other emergency situations will be

handled immediately, and with the least amount of disruption as possible and will last only as long as needed to get normal traffic flow. .

7. Catastrophic events such as hurricanes and tornadoes will be guided by the City of Myrtle Beach Emergency Evacuation plan and will not be affected by this regulation.