

CHAMPIONING TRAFFIC INCIDENT MANAGEMENT IN THE NATIONAL CAPITAL REGION

Summary of the November 2, 2016 TPB Conference

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TPB Systems Performance, Operations, and Technology Subcommittee
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Background

- In January 2016, TPB Chairman Tim Lovain identified Traffic Incident Management as one of his priorities for the year
- This set in motion the planning and organization of this conference
 - Advised by MATOC committees and TPB subcommittees
- Held Wednesday, November 2, 2016, 9 AM to 12 Noon, at COG in the Ronald F. Kirby Training Center
- Notices to TPB, TPB Technical Committee, COG Police and Fire Chiefs committees, MATOC, others
- Media/social media outreach
- Conference materials have been posted at www.mwcog.org/TIM2016





Attendance

- Approximately 50 persons participated or attended, either in person or via a webinar option
- Convened a variety of agencies and disciplines including transportation operations and planning, and public safety
- Representatives included state DOTs, National Park Service, local jurisdictions, state and local police, others



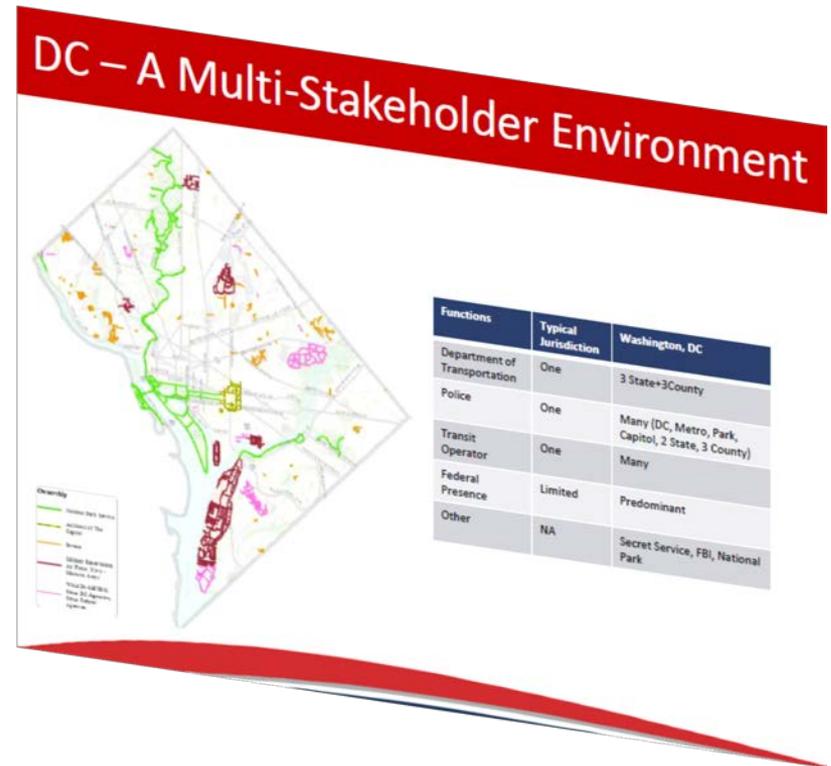
Sessions

- Chairman's Remarks
- Traffic Incident Management (TIM) in the Washington Metropolitan Area
 - DDOT; MDOT-SHA; VDOT; MATOC
 - Many activities common among agencies –surveillance, technology, data analysis, procedures, interdisciplinary training
- TIM in Other States/Metropolitan Areas
 - Las Vegas/Southern Nevada; Philadelphia; National Scan (focusing on a Seattle example)
- Opportunities for Enhancements of TIM in the National Capital Region
 - Discussion among Chairman Lovain and DDOT, MDOT-SHA, VDOT, and MATOC representatives



TIM in the NCR: DDOT

- *Soumya Dey, DDOT Associate Director of Transportation Operations & Safety*
- Also Chairman of the MATOC Steering Committee
- Described DC's organizational structure and approach, activities, and unique challenges
 - Federal agencies and other unique stakeholders
 - Arterial incidents
- Emphasis on systems, processes, data analysis



TIM in the NCR: MDOT-SHA

Incident Management

- 24 Hours / 7 Days per Week Operation
- "Clear the Road Policy"
- Close Coordination with State Police
- Emergency Traffic Patrols (ETP's)
- Emergency Response Units (ERU's)
- Approximately 43 units on the Road



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CHART Incident Management Performance Measures & Recent Results

- Annual User Cost Savings - \$1.356 Billion
- Number of Patrol Hours Logged - Over 97,000 Hours
- Reduction in Delay - 39.2 Million Vehicle-Hours
- Average Incident Duration - 23.54 minutes
- Total Number of Responses (Incidents & Assists) - Over 77,000
- 2014 - a CHART unit assisted a motorist every 14min, handled an incident every 22min
- 2015 - a CHART unit assisted a motorist every 15min, handled an incident every 19min

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- *Joseph Sagal, Director, Office of CHART & ITS Development*
- Described MDOT-SHA's organizational structure and approach, activities, and challenges
 - Patrols
 - Cameras
 - Traveler Information Systems
- Performance measures emphasis



TIM in the NCR: MATOC

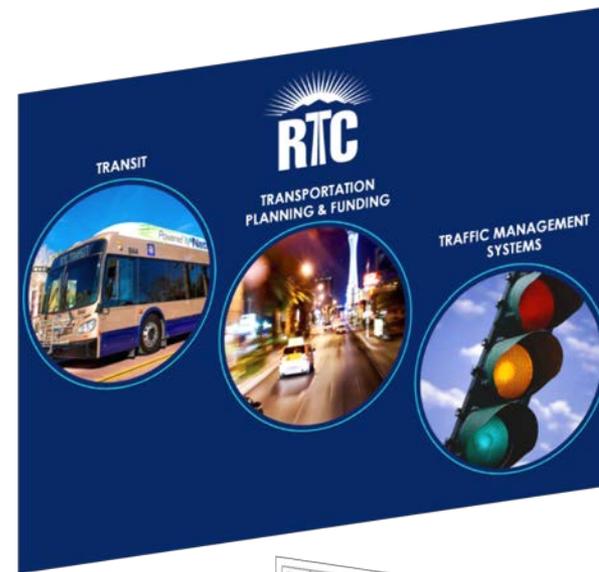


- *Taran Hutchinson, MATOC Facilitator*
- Metropolitan Area Transportation Operations Coordination (MATOC) Program Mission/Operations
- Interagency information sharing
- Regional Integrated Transportation Information System (RITIS) – centrally compiles agency data to provide a common operating picture
- Sponsored a practitioner TIM conference April 27, 2016, complementary to the November 2 TPB conference



TIM in Other Regions: Southern Nevada

- *Brian Hoeft, Director, Regional Transportation Commission (RTC)/ Freeway & Arterial System of Transportation (FAST)*
- Highly integrated RTC including all regional operations, transit, and planning within a single agency
- Camera image (snapshot) analysis combined with data analysis
- Used data analysis to focus on secondary crashes – with a demonstrable reduction



2009	2010					2011					2012								
Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	
	7	4	8	5	6	11	11	14	18	25	27	21	29	25	28	25	25	23	17
2013																			
Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	
	14	11	21	20	16	12	16	13	21	11	15	12	21	18	9	9	6	6	
2014																			
Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	
2015																			
Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	

Secondary crashes reduced from 143 in 2012 to 69 in 2015!



TIM in Other Regions: Philadelphia

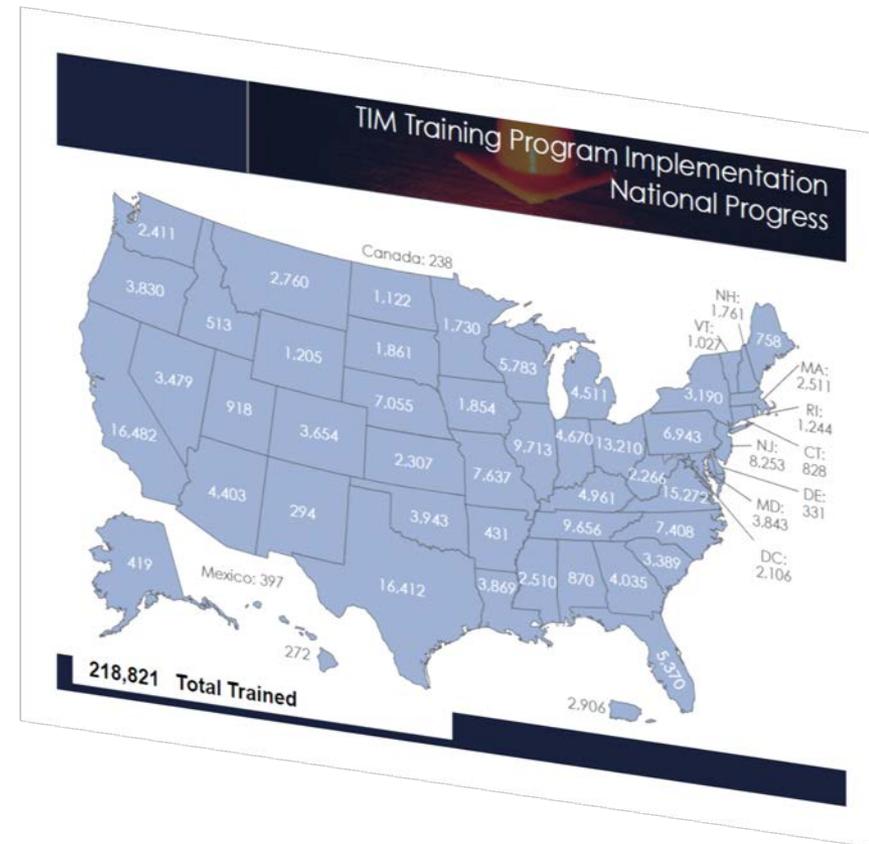


- *John Ward, Deputy Executive Director, Delaware Valley Regional Planning Commission*
- TIM support program within DVRPC – receives extra (non-UPWP) funding to do so (total ~\$1.2M budget/year)
- Supports 8 separate corridor-based task forces convening specific stakeholders in those corridors
- Training and data are emphases
- Provides responders uniform guideline documents (NJ, PA) for safe operations at the scene



TIM in Other Regions: National Scan

- *Joseph Sagal, MDOT-SHA / formerly FHWA*
- Provided national context of the NCR's TIM activities – we are strong
- Used a Seattle example to show what happened when TIM was not effectively in place (a 9-hour closure), and improvements there after TIM was adopted
- Importance of continuing training opportunities, because of inevitable staff turnover (especially police/fire)





Opportunities Session Panel

- Chairman Lovain & DDOT, MDOT-SHA, VDOT, and MATOC representatives discussed opportunities for enhancement of TIM in the NCR



“Opportunities” Session

What the TPB and the Region Can Encourage/Pursue

- Ways to address responders getting stuck in traffic on the way to incidents (emergency lights, training, dispatching quickest rather than nearest)
- Regionally coordinated opportunities for TIM training and federal guidance-based “TIM self-assessments”
- Expanding the number of agencies using data tools such as RITIS
- Informing Maryland General Assembly consideration of expanding existing Potomac River Bridges Towing Compact to more bridges
- Expanding the number of local jurisdictions sharing automated computer dispatch information from 911 call centers with transportation data systems – shortens transportation agency detection and response times
- Following up: TPB, SPOTS (formerly MOITS), RESF-1, MATOC



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