The Importance of Arterial Traffic Incident Management

ITE Western District Annual Meeting
Phoenix, Arizona
July 15, 2013

Barbara Hauser
TMC Coordinator
Traffic Management Division
Maricopa County DOT
WHAT IS TRAFFIC INCIDENT MANAGEMENT?

“TIM consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.” FHWA
IMPACTS

Non Recurring incidents responsible for 60% of delay

Secondary Accidents – 20% of all accidents are secondary Accidents
IMPACTS

“The arterials comprise 73% of the region’s lane miles and carry nearly two-thirds of all travel in the Phoenix region.”  
MAG Non-Recurring Congestion Study, Lee Engineering, Oct 2011
DURING EXTENDED LANE, STREET OR FREEWAY CLOSURES.....

WHAT HAPPENS TO THE TRAFFIC?

(c) www.az511.gov
A REGIONAL APPROACH TO TRAFFIC INCIDENT MANAGEMENT
PURPOSE

THE PURPOSE OF REACT IS TO ASSIST LOCAL AGENCIES WITHIN MARICOPA COUNTY WITH TRAFFIC MANAGEMENT FOR INCIDENTS THAT IMPACT ARTERIAL ROADWAYS.

STAFFING

THE TEAM CONSISTS OF MARICOPA COUNTY AND PARTNERING AGENCY PERSONNEL WHO RESPOND 24 HOURS, 7 DAYS A WEEK TO MAINLY, BUT NOT LIMITED TO, EMERGENCY TRAFFIC SITUATIONS.
IS NOT

Police

Fire

Emergency Medical

Roadway Maintenance
GOALS OF ARTERIAL INCIDENT MANAGEMENT

- Safety of the Traveling Public
- Safety of Responders
- Security of Incident Site
- Timely Information to Public
- Optimum Mobility
- Minimize Clearance Time
GROWTH

Services to 6 jurisdictions (Scottsdale, Avondale, Tolleson, Glendale, Peoria, Surprise, Countywide)

Partnership with ADOT ALERT

Calls – Average about 178 per year

Now Serves as a National Model
INCIDENT RESPONSE
PROCESS

- Notification
- Verification
- Response
- Scene Safety
- Traffic Mobility
  (Emergency Traffic Management, Traveler Info)
- Clearance and Debrief
RESPONSE STRUCTURE

Agreements Modeled after Phoenix Fire Mutual Aid- Mutual Response model

Operational Model

• Level 1: Regional
• Level 2: Major Arterial
• Level 3: Cross Jurisdictional
• Level 4: Local
RESPONSE STRUCTURE

MCDOT REACT Role

• STOP Management
• STOP Education and Training
• STOP Joint Response
BENEFITS

BENEFIT – COST

6.4:1 based on 100 calls per year*

8:1 based on 200 calls per year*

- Significant reduction in annual vehicle hours of travel time and emissions pollution at the incident location
- Reduces secondary crashes
- Reduces litigation cost

* REACT Evaluation Study – 2002
TRAFFIC MANAGEMENT CENTER
A Critical Tool in Incident Management
- CCTV Feeds (Arterial Roads)
- CCTV Feeds (Freeways)
- Signal System
- Phoenix Fire CAD Incident Feeds
- DPS CAD Feeds
- Private Partner Data Feeds
- FMS/RADS – Travel Time, Speed Maps, Signal Timing
- Weather
- Communication tools with other TMC’s/TOC and EM Agencies
- Social Media
ASK ABOUT T.I.M. 
Traffic Incident Management Coalition

Saving Lives...
Your
s &
Ours
...by Reducing Congestion

National Unified Goal (N.U.G.)
- Responder Safety
- Safe Quick Clearance
- Prompt, Reliable Interoperable Communications

Learn more at: http://ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm
QUESTIONS

Barbara Hauser
TMC Coordinator
Traffic Management Division
Maricopa County DOT
barbarahauser@mail.maricopa.gov
602-506-6218