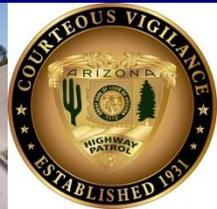




Traffic Incident Management

Where are we focused?

Captain Mike Prochko
Arizona Department of Public Safety
Highway Patrol Division
mprochko@azdps.gov



Notable issues in AzDPS past

- Major Incidents generating complaints related to:
 - Closures and congestion: 1998, I-17 60 mile backup
 - Failure to investigate adequately: 1992, US 60 “Gonzales” pass
- DPS has applied numerous strategies to major incidents to balance the need to investigate adequately while clearing the roadway quickly.
- Many of these major incidents were secondary crashes.

First Responder Safety – Officer Safety

“To date, the Arizona DPS has lost 29 officers, 16 were traffic related and 12 of those were involved in secondary crashes.”



JUAN CRUZ'S PATROL CAR, 1996 FORD CROWN VICTORIA



BOLT



LOWER SHOCK MOUNT



SKIP FINK'S PATROL CAR, 1999 FORD CROWN VICTORIA





First Responder Safety

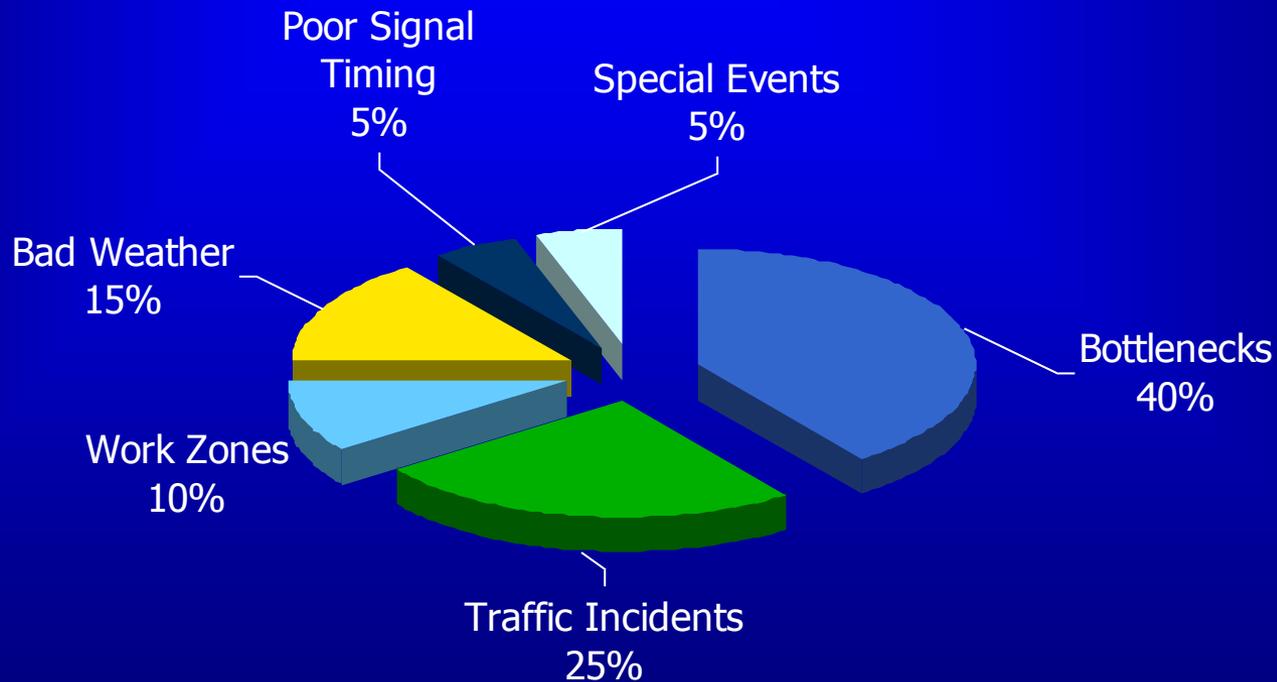
- Because of the nature of the work, first responders (Fire, EMS, Towing, Transportation and Law Enforcement) are at higher risk of being involved in secondary collisions.
 - Between 1987 and 2010 (24 years), 278 law enforcement officers were struck and killed by vehicles; that averages out to one officer killed each month.
 - The fire service had five firefighters killed in “struck by” incidents in 2010, which accounted for about 6 percent of firefighter deaths.
 - An average of 23 highway workers were struck and killed by vehicles each month in 2010 compared to 22 in 2009.

Effects of congestion on the economy

- ***2010 Urban Mobility Report*** produced by the Texas Transportation Institute stated congestion costs:
 - 4.8 billion hours in lost time
 - 3.9 billion gallons of fuel
 - Total loss in dollars \$115 billion*
- *Based on 439 urban areas adjusted to 2009 dollars, does not include collateral costs related to missed meetings, late deliveries etc.

Traffic Congestion

Reoccurring Vs. Non-reoccurring



Basis for our focus strategy

- 20% or more of all crashes are secondary in nature.
- 18% of all fatal crashes are secondary in nature.
- A vehicle sitting adjacent to the travel lanes or on the shoulder increases the risk of a secondary crash by 2.8% per minute.
- For every minute a roadway is blocked it takes 4 minutes to clear the related queue (traffic backup).

Traffic Incident Management

- **Education**
- **Performance Measures**
- **Personnel**

Traffic Incident Management

- **The National Unified Goal (NUG) for TIM, developed by the National Traffic Incident Management Coalition in 2004 is:**
- **Objectives of NUG:**
 - Responder Safety
 - Safe, Quick Clearance
 - Prompt, Reliable, Interoperable Communications

Traffic Incident Management

- **National Traffic Incident Management Responder Training Program**
 - 4 hour training class
 - Multi-Discipline
- **Over 3000 First Responders Trained throughout AZ**
- **AZ DPS Mandated training for all officers assigned to HP**

What are we doing different?

- Adjusting the focus of our TIM attention to all incidents not just the major ones.
 - Reduce the occurrences of the secondary crashes by lessening duration of primary incidents.
 - Maintaining investigatory disciplines on Major incidents when and wherever needed, enhancing TIM disciplines on the minor incidents.
 - In 2011, AzDPS had approximately 26,673 crashes, 247 were fatal, 7495 were injury and nearly 18931 were property damage only.
 - 500,000 to 600,000 traffic stops a year.



Where would we be if we did not practice good TIM procedures?

- In 2011 we investigated 26,665 crashes of these 25,049 were primary crashes.
 - We experienced 6% secondary (1616 Secondary Crashes).
 - 541 of these were secondary to a crash.
 - 54 of these crashes involved a first responder. (3.3% of all secondary crashes were 1st Responders)

Performance Measures

- *Roadway clearance times*
- *Incident clearance times*
- *Secondary collision data*
 - Was it secondary to a primary crash
 - Did it involve a first responder

“Things that are measured get accomplished”



Traffic Operation Center

- **July 2014, DPS assigned a Sergeant to ADOT TOC**
- **November 2014, DPS Officers began working in TOC**

Traffic Operation Center

- **Assisting reducing traffic congestion and secondary collision by:**
- **Monitoring active incidents and mobilizing effective response**
- **Unrestricted DPS CAD access**
- **Timely updates to and from police, fire and other first responders**
- **Serve as a Point of Contact**



What are the benefits?

- **Reduces secondary crashes involving first responders and motorists.**
- **Increases available first responder unobligated time which can be use for proactive activities.**
- **Reduces non-reoccurring congestion and associated costs.**

What are the benefits?

- **Improves the quality of life of motorist using the transportation system.**
- **Reduces the harmful environmental impact of traffic congestion.**
- **Improves our ability through stakeholder collaboration, availability and training to better respond to other natural disasters and homeland security issues.**