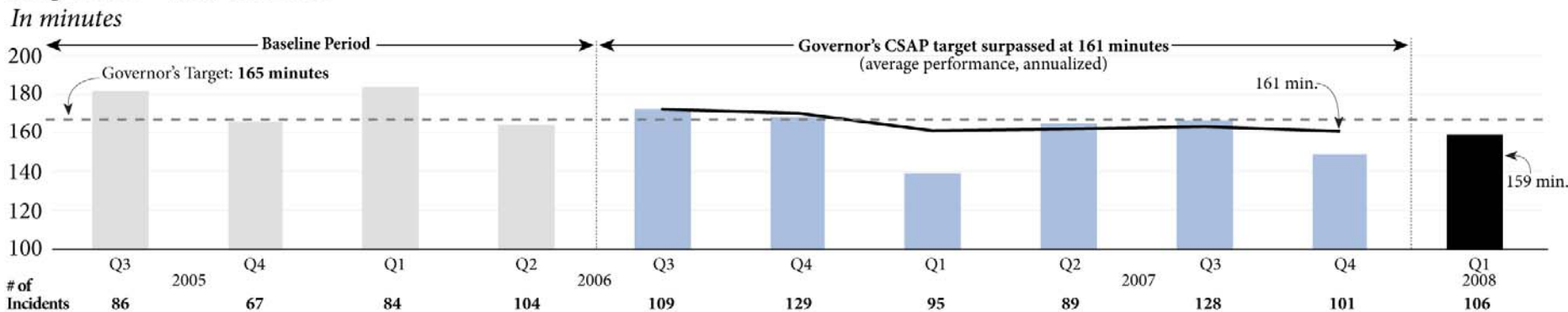


Reducing average clearance time for over-90-minute incidents (on key highway segments¹) July 2005 - March 2008



¹Selected Key Highway Segments--I-5 (Oregon to Canadian Border), I-90 to North Bend, I-405, SR 18 to I-90, SR 16 to Purdy, SR 167, SR 520, SR 512, and I-205

WSDOT and WSP Meet Governor Gregoire's GMAP Goal to Reduce the Duration of Over 90 Minute Incidents

The average duration of over-90-minute incidents on the nine key Puget Sound highways was reduced by 7% (161 minutes), surpassing the 5% goal of 165 minutes.

Stronger Relationships & Common Goals between WSDOT & WSP are Major Factors in Achieving This Goal

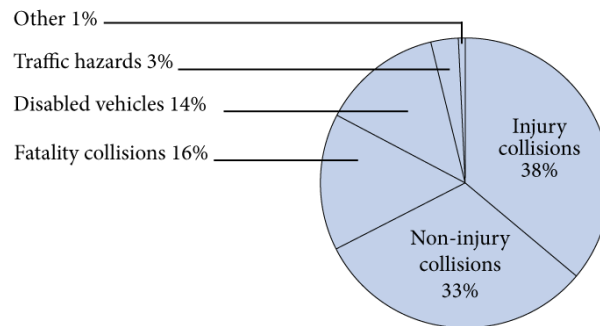
- The degree of cooperation WSDOT and WSP have used to reduce duration of incidents has become a model for other state DOT's and law enforcement agencies.
- WSDOT and WSP created the Washington Traffic Incident Management Coalition (TIM) to help communicate the National Unified Goal (NUG) for incident management with local responders.
- WSDOT & WSP developed innovative strategies to increase safety and reduce incident related congestion. Strategies include the Major Incident Tow (MIT) and Instant Tow Dispatch Programs, and agreements with county coroners to expedite extrication of the deceased in traffic collisions.

Analysis of Most Recent Quarterly Data:

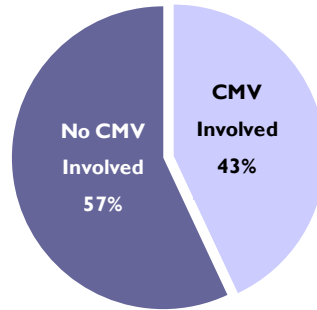
- The WSP responded to 2,487 blocking incidents, while WSP & WSDOT IR responded to 106 Over 90-Minute Incidents on the nine key Puget Sound highways for the first quarter of CY 2008. This represents about 4% of all incidents responded to on the nine key routes.

Results: The current average duration of all Over 90 Minute incidents for the first quarter of CY 2008 was 159 minutes.

Responses on the Nine Key Corridors Quarter 1, CY 2008: 106 incidents lasting 90 minutes and longer (4% of all incidents)



- 43% of over 90 minute blocking incidents involved a Commercial Motor Vehicle (222 of 516 incidents between January 1st 2007 and March 31st 2008)
- These incidents involving commercial vehicles on average last 30 minutes longer than those without



Snapshot: 35 Cases from Over 90 Minute Data Set - Quarter 3, 2007

In order to detect causal factors involved in CMV related incidents, a sample of those resulting in a road blockage of over 90 minutes was taken from the dataset for further examination. Quarter 3 2007 was selected because it contained the longest average duration of the five quarters studied and involved the highest number of CMV involvement. Analysis established:

- Causing vehicle 66% Commercial Motor Vehicle (23) and 34% Passenger Cars (12).
- 57% of incidents occurred in King County, 14% in Pierce
- 1 Fatality
- 54% involved 1 vehicle only
- 26 during rush hour period (5am – 7pm)
- 29% overturns
- 8 Out of State causing CMV drivers
- No impaired drivers

Contributing Circumstances in Over 90 Minute CMV- Involved Incidents

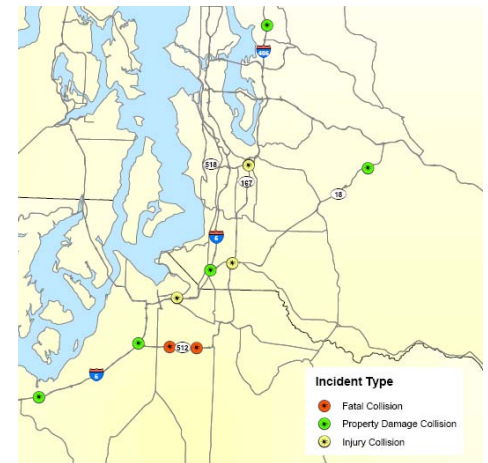
Speed	63%
Apparently Asleep	9%
Following Too Close	11%
Improper Passing	3%
Equipment Defect	6%
Inattention	9%

The above incident causes relate to the primary causing vehicle whether CMV or other. Categories are not mutually exclusive.

Source: WSP CAD data and WSDOT Collision Data

*Under 23 United States Code -Section 409, this data cannot be used in delivery or as evidence at trial in any action for damages against the WSDOT or the State of Washington

Extraordinary Blocking Events (6+ hours) Involving CMV's January 1, 2007 to March 31, 2008



- An in-depth review of 15 Extraordinary Incidents involving CMVs revealed that 7 appear to have impacted morning or evening peak commute times. In general, there was no consistent pattern of incidents by time of day or day of week.
- 7 incidents involved a driver with an out-of-state license (5 from Oregon, 2 from B.C.)
- At least 9 of the incidents involved a CMV driver who was “inattentive,” “apparently asleep” or had a 14-hour rule log book violation.
- 7 incidents involved an overturned or roll over vehicle, often spilling the contents of the vehicle on the road, or presenting other challenges that would hinder the removal of the vehicle from the scene.



Inspection

- Defective Equipment
- Load Securement
- Log Book Violations
- Out of Service Violations – Driver /Vehicle



Education

- Presentations
- Fairs
- Truck driving schools
- Commercial Companies

Enforcement

- Ticketing Aggressive Cars and Trucks (TACT)
- Inspection Emphases
- Other Targeted Emphases

Stakeholders

- Federal Government Agencies
- Local Agencies
- State Agencies
- Industry



Over 90 Minute Incident Related Division Goals

Goal: Promote safe travel of commercial vehicles on the State's highways.

Objective: Increase safety and reduce collisions through quality driver and vehicle inspections, education and traffic enforcement.

Goal: Protect the State's infrastructure.

Objective: Increase compliance of size, weight, and load requirements through education and enforcement.

Educational Outreach

Since October 2007, CVD has made a total of 328 presentations reaching 29,780 attendees from the trucking industry, school and community groups, fairs/booths, and other organizations.

• Commercial Motor Vehicle Division (CVD) is a unique organization based on inspections, community outreach and enforcement.

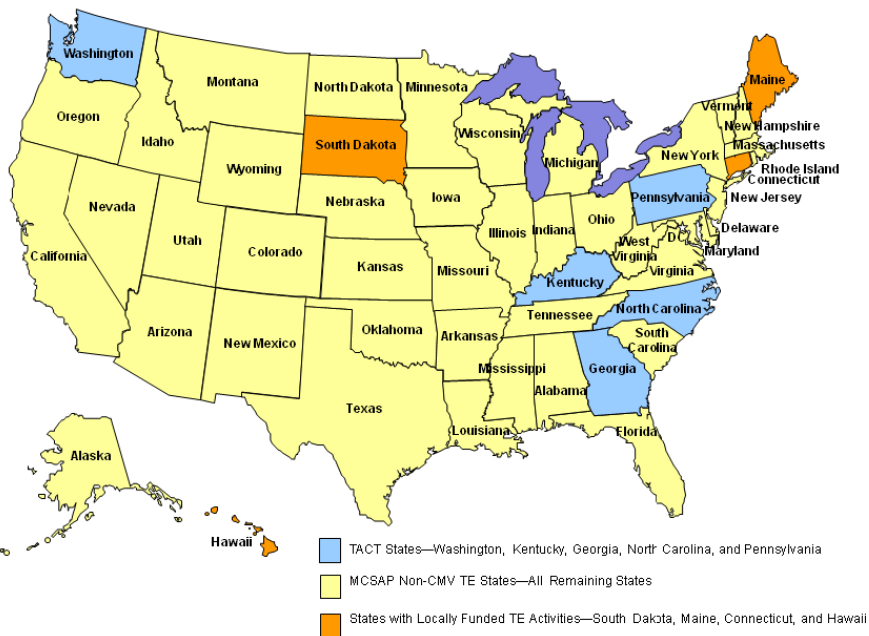
• Multi-faceted approach

Ticketing Aggressive Cars and Trucks (TACT): Washington State National Best Practice



Since the State of Washington successfully pioneered TACT in 2005, three additional states have conducted similar high-visibility traffic enforcement programs. Many more States will be participating soon with Washington being held as a national best practice in this arena.

2008 TACT and Non-CMV Traffic Enforcement Initiatives



Source: 2008 Commercial Vehicle Safety Plans (CVSP)

The goal of the Ticketing Aggressive Cars and Trucks (TACT) program is to deter unsafe driving behaviors by passenger vehicle and commercial motor vehicle drivers when they interact to share the road.

- WSP partners with the trucking industry to facilitate officers riding in commercial motor vehicles.
- Enforcement tactics focus on violations around commercial motor vehicles pertaining to, but not limited to; unsafe lane changes, tailgating, failing to signal lane changes, failing to yield the right of way, speeding, and aggressive driving.
- Officers are alerted through radio of unsafe driving behaviors and appropriate enforcement actions are taken.



The WSP has 16 TACT emphases scheduled throughout the state for 2008. So far this year, 8 have been conducted. An example of the results from one recent two day enforcement emphasis are as follows;

- 141 citations
- 1 DUI arrest
- 1 stolen vehicle recovered
- 7 aggressive drivers contacted
- 12 commercial motor vehicle inspections that placed two trucks out of service.

Major Incident Tow Program

- In July 2007, WSDOT and WSP introduced the Major Incident Tow (MIT) pilot program for clearing heavy trucks in King, Pierce, and Snohomish Counties.
- There have been 13 MIT activations: 11 successful, one cancelled en-route, and another unsuccessful in meeting the under-90 minute goal. Average recovery time was 57 minutes and the total duration of lane blockages was 237 minutes.
- Thirteen of the approximately 40 tow companies with at least one class C tow (King, Pierce, and Snohomish) signed on to participate in program.
- Although the MIT program is slightly less than halfway through the two year pilot phase, only 13 of the 40 estimated activations have been deployed (fewer than expected)

Status: WSDOT will continue to monitor the effectiveness of the program through the pilot period and will develop recommendations. WSDOT is exploring an expansion of the program to other parts of the state including the entire I-5 Corridor and in Spokane.

Instant Tow Program

- WSDOT and WSP renewed contracts with companies for the Instant Towing program through October 2008, which is now operational in all of King County.
- This program dispatches tow trucks and WSP troopers simultaneously, rather than waiting for verification of the incident by a trooper.
- WSDOT estimates that Instant Tow saves 15 minutes per dispatch. As of April 30, 2008, the program has been successfully used 381 times.

Status: In January 2008, the Instant Tow program was implemented in Spokane on a 24/7 schedule, and in Pierce County program has been expanded to cover SR 512 and SR 167.

Strategies for future deployment:

Regional Traffic Incident Management Teams

- IR partners are working to form “TIM Teams”, patterned after the successful I-95 Coalition models in Florida and Atlanta. The coalition model will enable a myriad of state, local and regional member agencies to work together in a coordinated approach in improving transportation system performance. The Coalition has been a successful model for multi-state/jurisdictional interagency cooperation and coordination for over a decade.
- These teams will provide a dynamic regional partnership that facilitates quick clearance goals and improves TIM techniques in all major metropolitan areas of the state.



The photo sequence above shows the MIT program in action: **Photo 1** shows a class S-1 tow truck preparing to move the fully loaded, rolled-over semi. **Photo 2** shows the tows using cables to pull the truck from the middle of the interchange towards the side of the road. **Photo 3** shows the semi fully removed from road. The interchange is once again open to traffic, and crews can begin unloading the cargo in a safer environment.