Annual Report

2013

Scout

getting you there

Brought to you by:
the Kansas and Missouri Departments of Transportation

with the assistance of:

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"Performance measures are key to evaluating the effectiveness of ITS infrastructure, incident management and operations. With this report and other documentation, Scout makes the necessary planning, operational and procedural changes to best serve our customers in the Kansas City Metro."

E. Jason Sims, TMC Manager

Serving the Metro

Scout focuses on getting Metro Kansas City drivers where they want to go smoothly and safely.

Launched in 2004, the Missouri and Kansas Departments of Transportation jointly run the program and partner with fire and police departments, local media—and you—to keep our roads safe and drivers on the move.

Scout is responsible for managing 160 miles of highway in the Kansas City Metro. We do it with sensors and video cameras from our Lee's Summit Traffic Management Center (TMC).

When slow downs, incidents, and severe weather occurs, our operators send alerts, contact Motorist Assist, and call emergency crews if needed. We also use our freeway message signs to describe the trouble on the highway.

Together, we strive to manage traffic in a way that:

- Improves emergency response to traffic situations.
- Lessens traffic jams by improving rush-hour speeds.
- Increases safety by decreasing the number of rush-hour incidents.

Scout Operations "At a Glance" (2013)

Number of benefits received for every dollar spent on Scout (8:1 Benefit/Cost ratio)	8
Number of incidents managed by Scout	25,333
Number of incidents managed by Scout with lane blockage	5,321
Number of **minutes** on average that it takes **to clear all lanes of traffic** following incidents	**44**
Number of incidents cleared in less than 30 minutes	2,947
Number of incidents detected by Scout TMC Operators and Motorist Assist	15,210
Number of customers assisted by Motorist Assist (Missouri)	17,822
Number of work zones managed by Scout	1,102
Number of subscribers to "My KC SCOUT" personalized web alerts	6,912
Number of visits to www.kcscout.net from new unique web visitors	389, 245

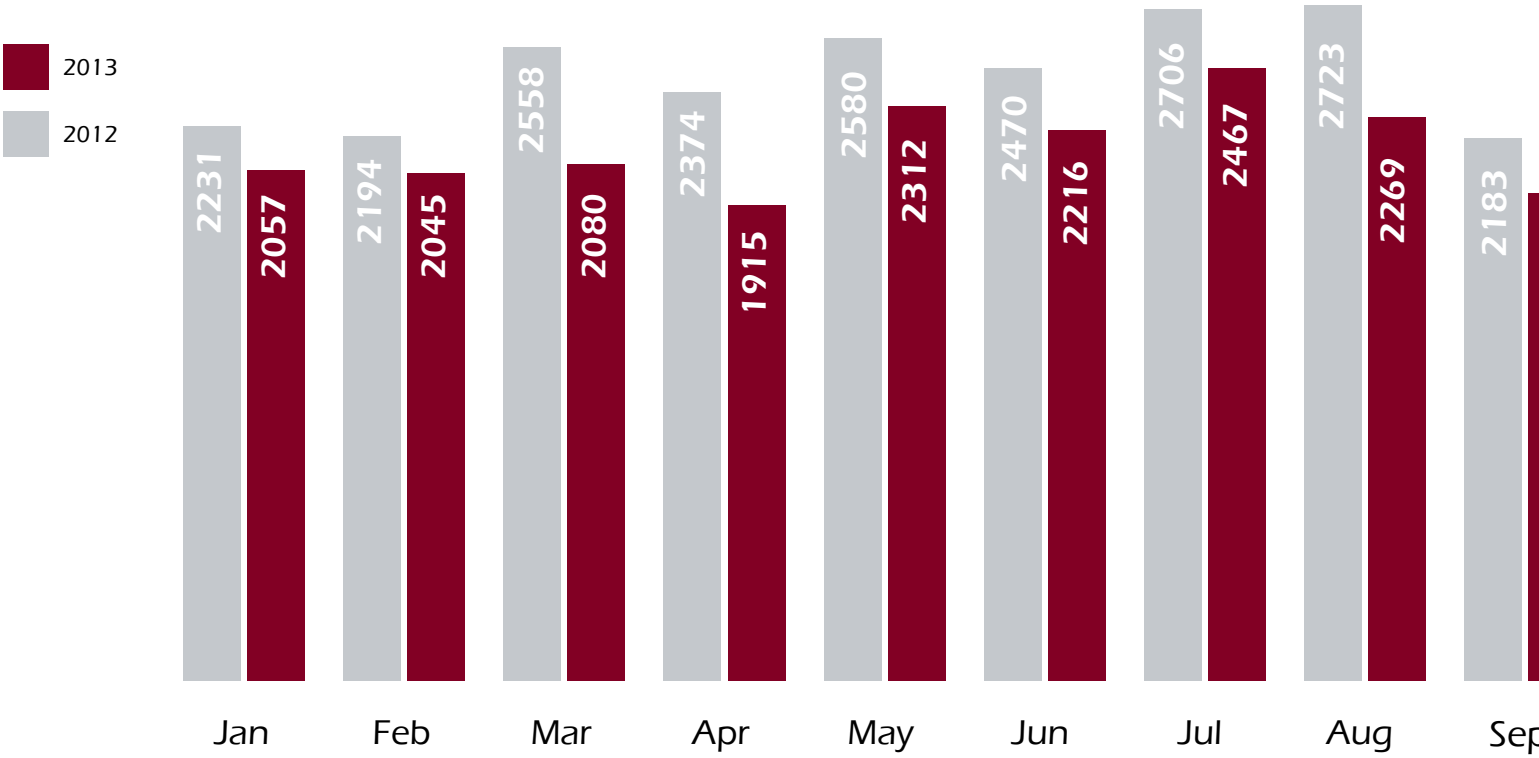
Our 2013 Annual Report summarizes the incident information that we have collected over the course of the year, along with data about the type of assistance provided to motorists, how our tools functioned, and the benefits of investing in the Scout program.

Incident Summary

Scout monitors the Metro's freeways for traffic incidents as part of our Traffic Incident Management Program.

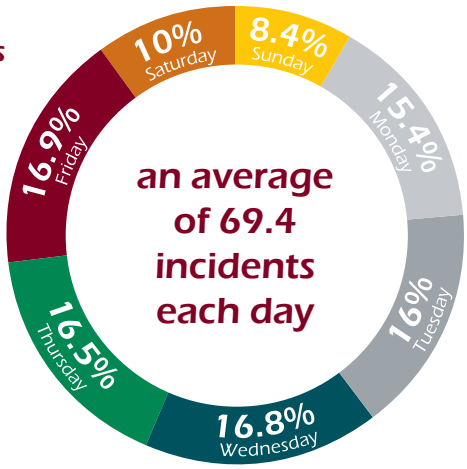
We define an incident as any event on the roadway which affects or can affect normal traffic flow. Examples include vehicle collisions, stalled vehicles on shoulders, debris in the roadway, and roadwork projects.

Total Incidents by Month (2013 vs 2012)



When incidents happen in the Metro, motorists can count on Scout to be there.

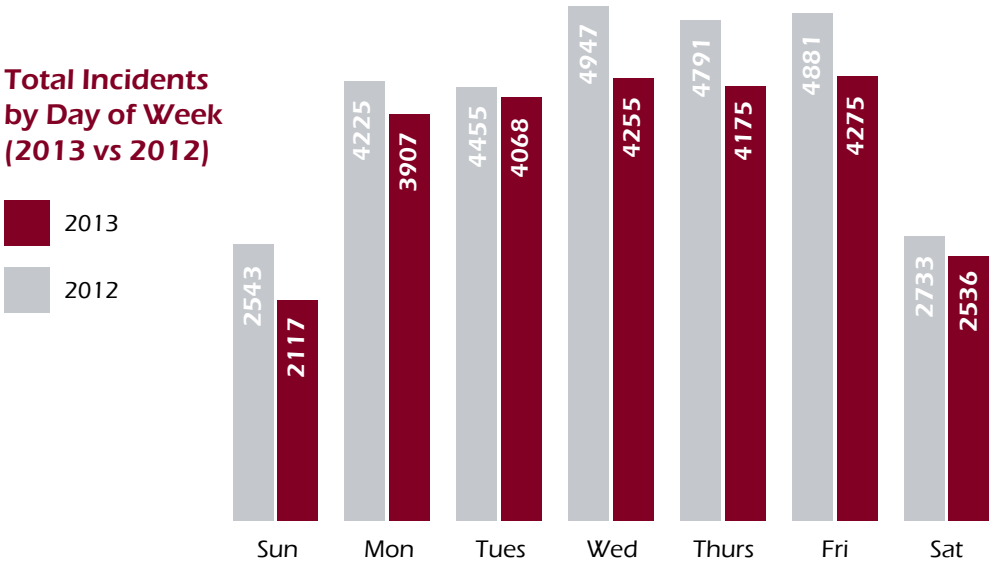
Percent of Total Incidents by Day of Week (2013)



The total number of incidents on our highways decreased 11.3% in 2013 with 25,333.

In 2013 there were 25,333 incidents, which is an 11.3% decrease when compared to the 28,575 that happened in 2012. The highest number of incidents in 2013 took place in July. An average of 69.4 incidents happen each day. Most occur during the work week (Monday through Friday).

Total Incidents by Day of Week (2013 vs 2012)



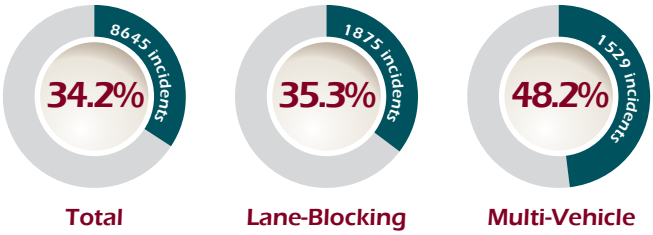
What data does Scout collect?

Motorist Assist, Emergency Responders, and other on-scene personnel work together to identify, mitigate, and clear traffic incidents as soon as possible. As part of the process, Scout collects information about rush hour incidents, lane-blocking incidents, and clearance times. We also collect data on incident severity, type, and detection methods to better understand congestion issues and improve roadway safety. The following charts and maps describe the information collected.

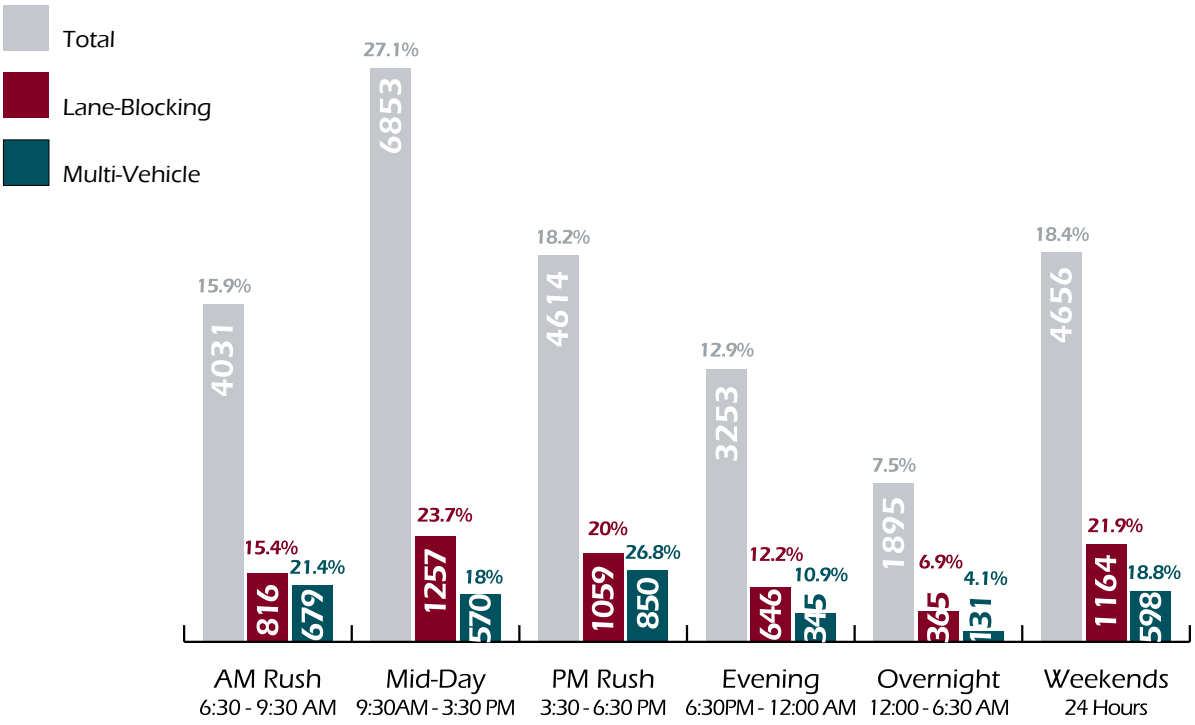
Rush-Hour Incidents

34.2% of all incidents occurred during the morning and afternoon rush hours.

Percentage of Rush-Hour Incidents by Type (2013)



Rush-Hour Incident Summary (2013)

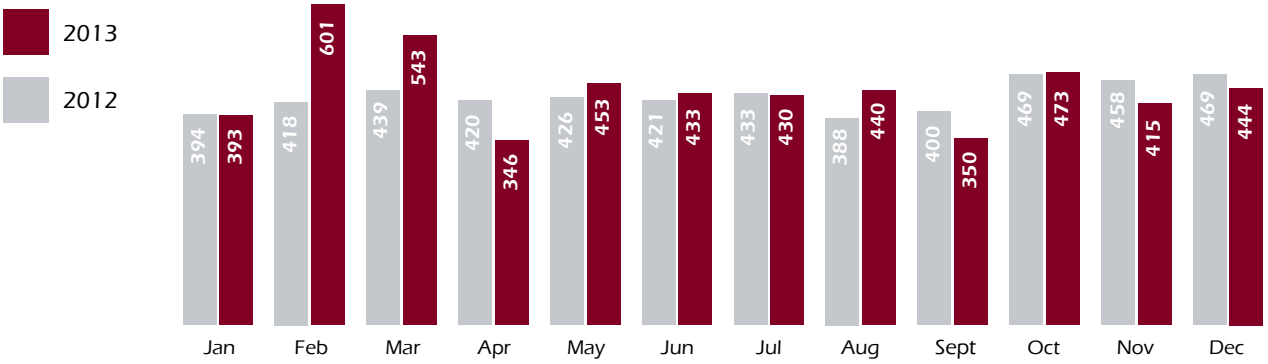


Lane-Blocking Incidents

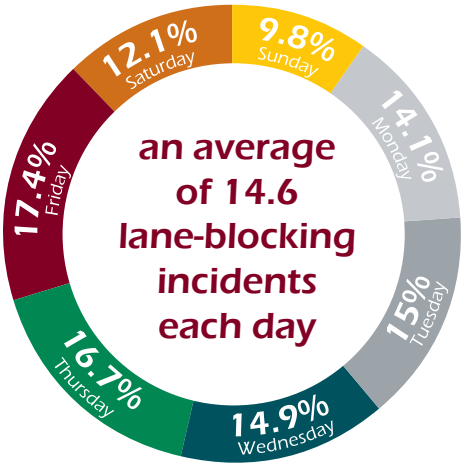
There were a total of 5,321 lane-blocking incidents in 2013.

The total number of lane-blocking incidents in 2013, excluding those of less than 3 minutes, showed an increase of 3.6% when compared to the 5,135 that happened in 2012. The highest number of lane-blocking incidents in 2013 happened in February. An average of 14.6 lane-blocking incidents happen each day. Most occur during the work week (Month through Friday).

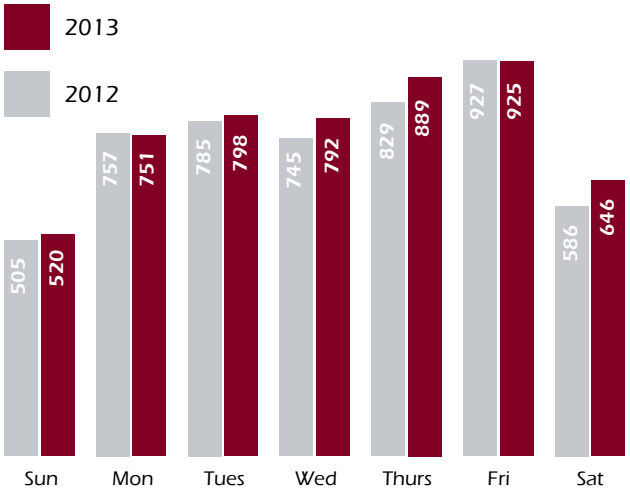
Lane-Blocking Incidents by Month (2013 vs 2012)



Percentage of Lane-Blocking Incidents by Day of Week (2013)



Lane-Blocking Incidents by Day of Week (2013 vs 2012)

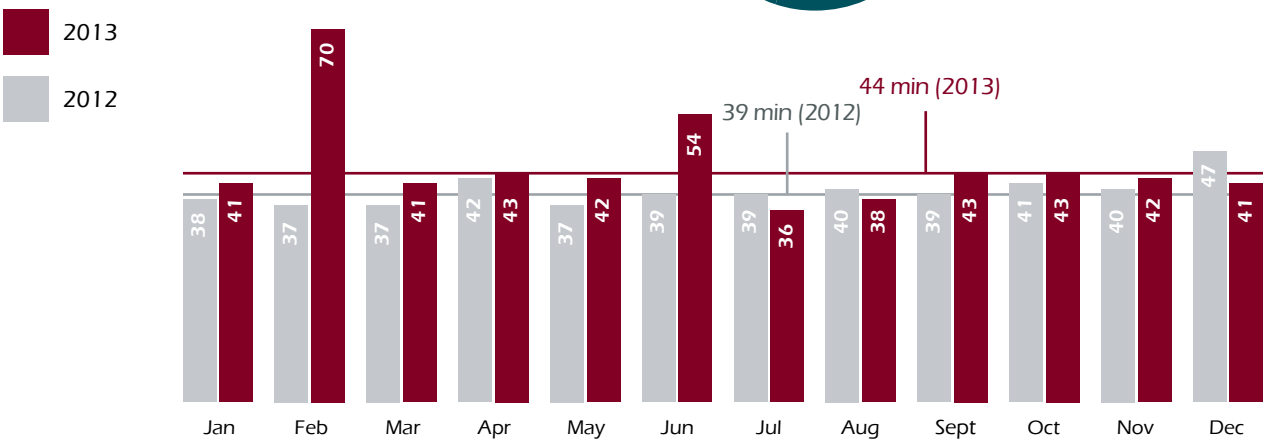


Average Clearance

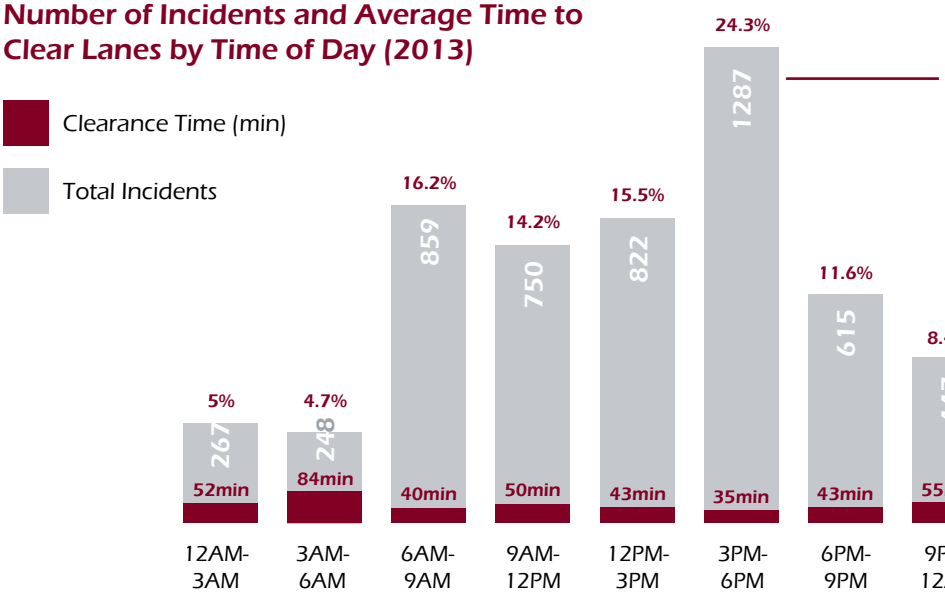
The average time to clear lanes for all lane-blocking incidents in 2013 was 44 minutes. Scout strives to clear incidents in less than 30 minutes.

The average time for all lanes to be cleared from an incident, excluding those of less than 3 minutes, is calculated from the incident start time until all lanes are reopened. The calculation is done the same way when sorting incident clearance by time of day.

Average Time (Minutes) to Clear Lanes by Month (2013 vs 2012)



Number of Incidents and Average Time to Clear Lanes by Time of Day (2013)



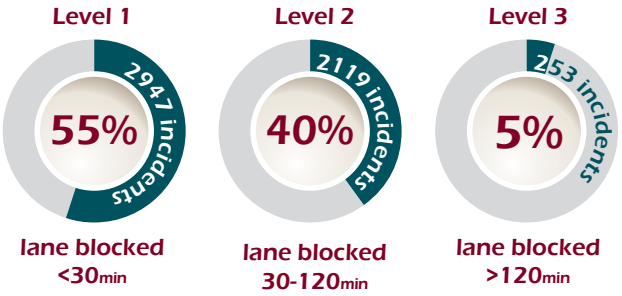
The afternoon rush hour (3 to 6 PM) experiences the highest percentage of lane-blocking incidents at 24% but also sees the quickest clearance time at 35 minutes.

Scout's Goal is Quick Clearance

Incident Severity

Only 5% of incidents are categorized as Level 3, which means that the lane was blocked for more than 120 minutes.

Scout sorts lane-blocking incidents by severity level based on lane blockage and duration. Incidents that lasted less than 3 minutes and construction are excluded.



Level 3 Incident Locations (2013)

Level 3 Incident "Hot Spots" (2013)

The maps show the Level 3 incident locations and "hot spot" locations with the highest number of Level 3 occurrences.

"Scout cannot control incidents, but we can reduce the impact they have during your drive by coordinating the activities of responding agencies and using the freeway message signs, web resources, and cameras to share information about trouble on the roadways."

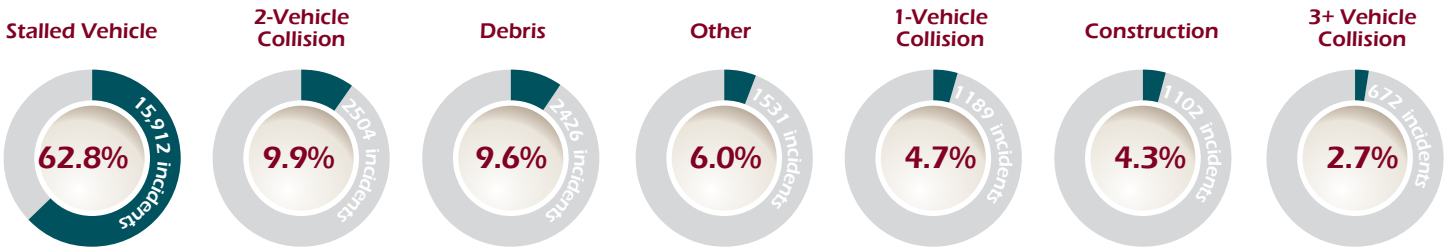
Jason Sims

Scout

Types of Incidents

62.8% of the incidents in 2013 related to stalled vehicles.

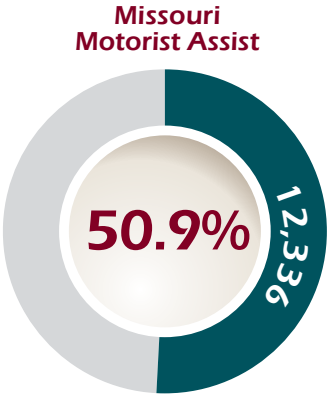
There are various types of incidents. They may have involved stalled vehicles, collisions, debris, construction, or something else.



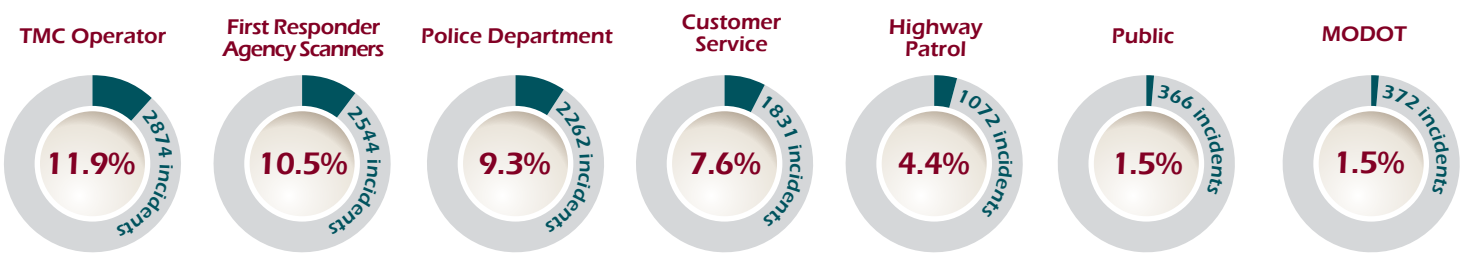
Detection Methods

Motorist Assist operators detected 50.9% of the Missouri incidents that happened during 2013 and reported them to the Scout TMC.

With the help of a variety of tools, personnel, and partnerships, Scout is able to detect incidents happening on the highway.



Incident Detection is Key

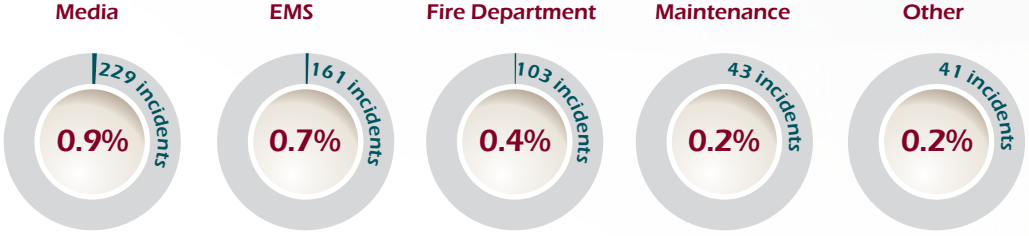


Motorist Assist and Emergency Response operators work together with other on-scene respondents to detect incidents and make clearance happen quickly.

"My son was in a wreck on 50 highway, and he called MoDOT customer service. A guy from "Scout" had a person on scene within 5 minutes and helped him with a tow and brought him to a gas station off the highway. Thanks so much."

Marcus Carr

Lee's Summit

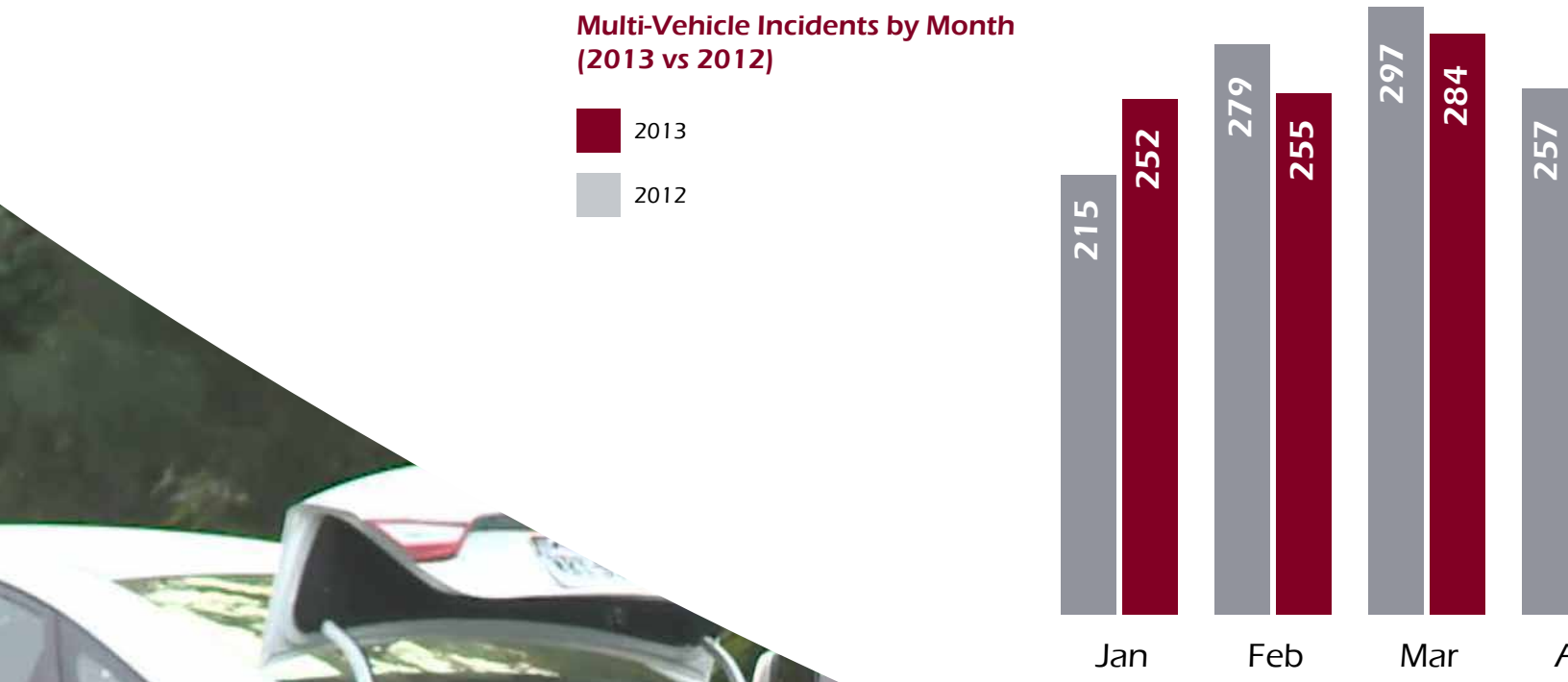


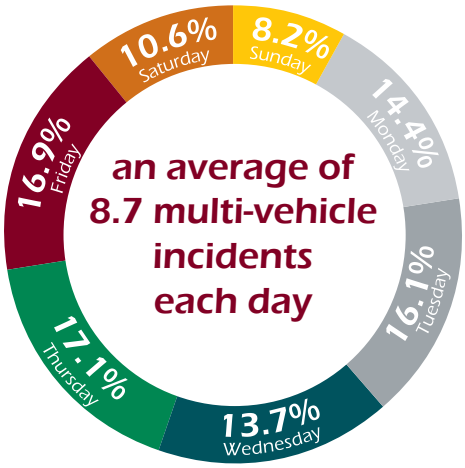
Multi-Vehicle Incidents

There were a total of 3,175 multi-vehicle incidents recorded in 2013.

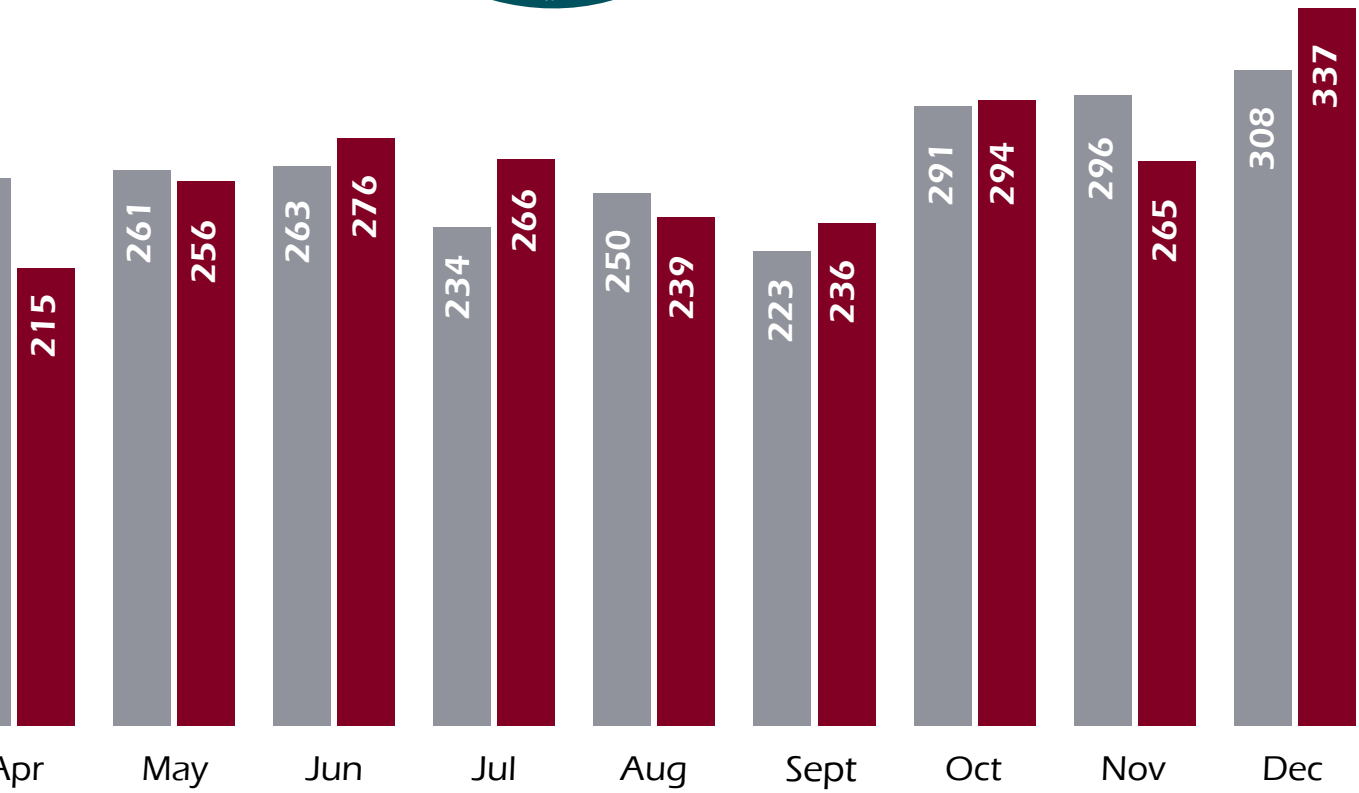
The total number of multi-vehicle incidents in 2013 showed an increase of .03% when compared to the 3,174 that happened in 2012. Most happened during the month of December. An average of 8.7 multi-vehicle incidents happen a day. Most occur during the work week (Monday through Friday).

Multi-Vehicle Incidents by Month (2013 vs 2012)

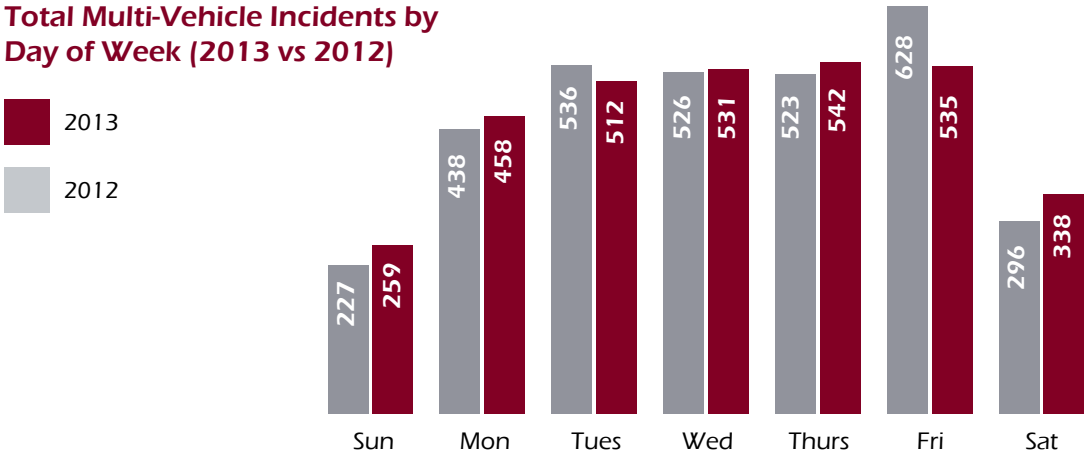




Percent of Multi-Vehicle Incidents by Day of Week (2013)



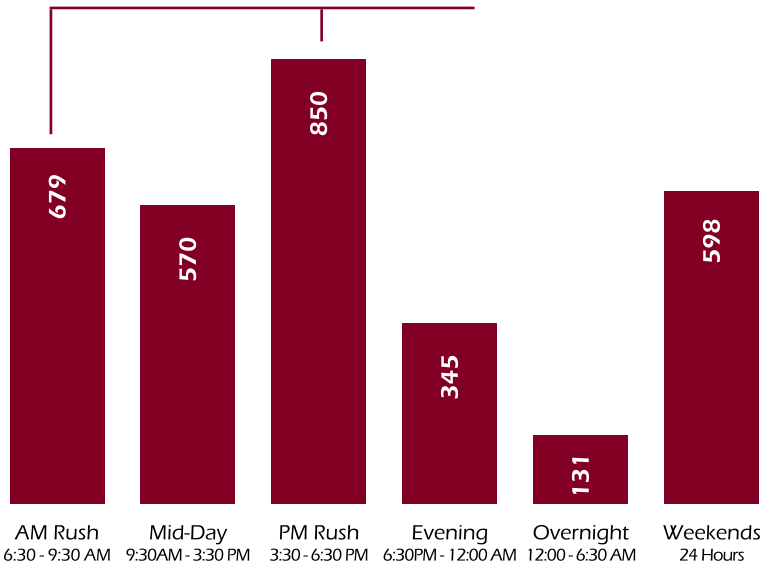
Total Multi-Vehicle Incidents by Day of Week (2013 vs 2012)



Multi-Vehicle Incidents during Rush-Hour

48% of multi-vehicle incidents occurred during the morning and afternoon rush-hours.

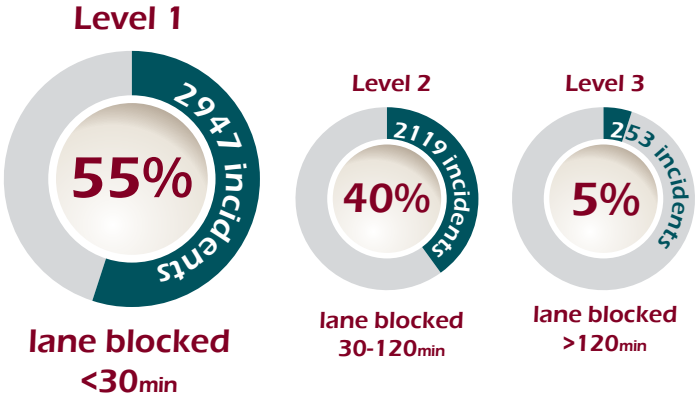
Rush-Hour Incident Summary (2013)



Multi-Vehicle Incident Severity

55% of multi-vehicle incidents can be categorized as Level 1, which means that the lane was blocked for less than 30 minutes.

Scout sorts multi-vehicle incidents by severity level based on lane blockage and duration. Incidents that last less than 3 minutes and construction are excluded. On average, 64% of multi-vehicle incidents result in lane blockages while 21% of all multi-vehicle incidents involve 3 or more vehicles.



"I wanted to pass a note on to Scout that I really appreciate seeing the travel times on the highway. It's really helpful to gage my commute into downtown. Please keep this service going."

Thomas Stanley

Overland Park

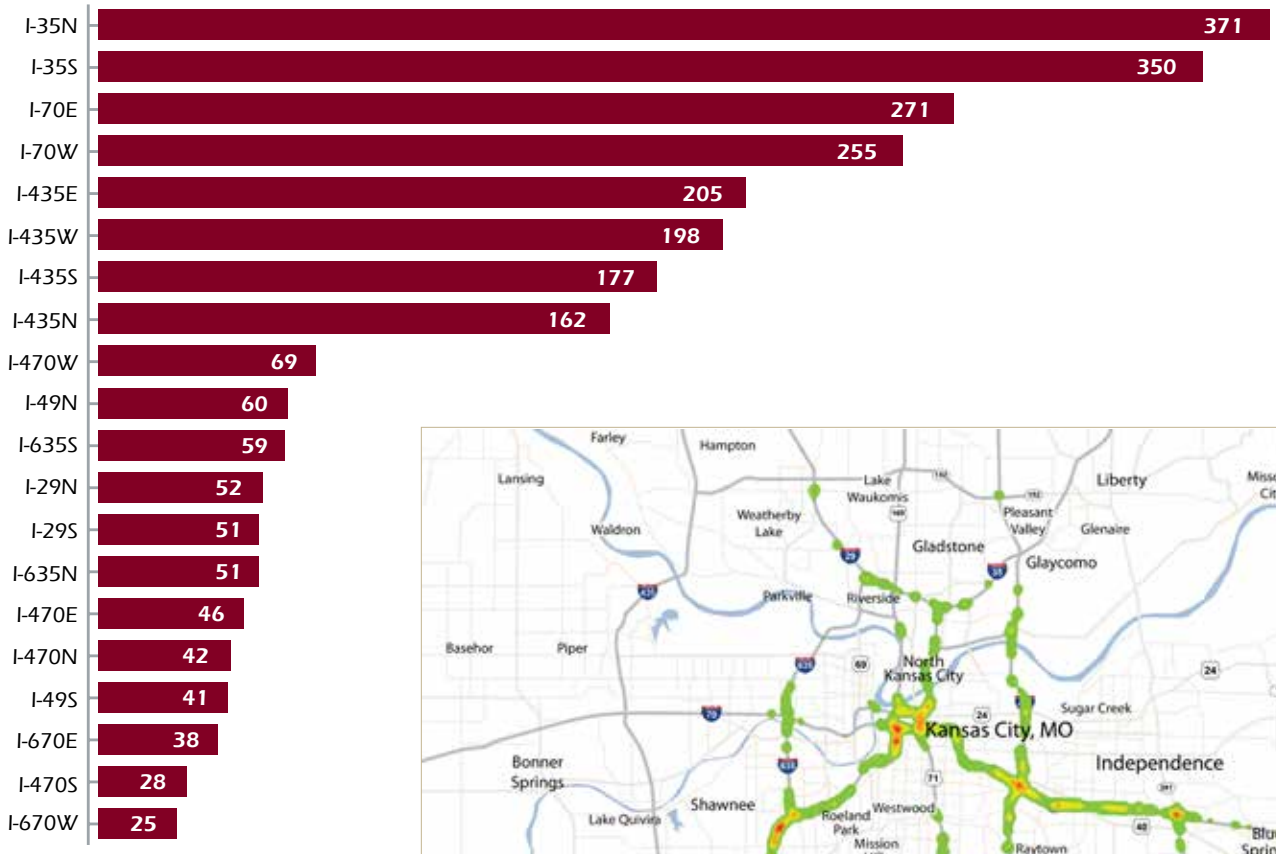
Where are the Multi-Vehicle Incident Locations?

Incidents can happen along routes and at cross-streets.

To improve safety, Scout and partners manage multi-vehicle incidents on eight routes: I-435, I-35, I-49, I-70, I-470, I-635, I-29, and I-670. Information about the incidents that happened along these routes during 2013 is organized by number of incidents and direction.

The heat map shows the locations of multi-vehicle incidents in 2013 through a color progression that depicts the variances in the number of incidents per location. The color progression goes from green to red with green depicting the lowest number of incidents and red showing the highest rate of incidents for a given location.

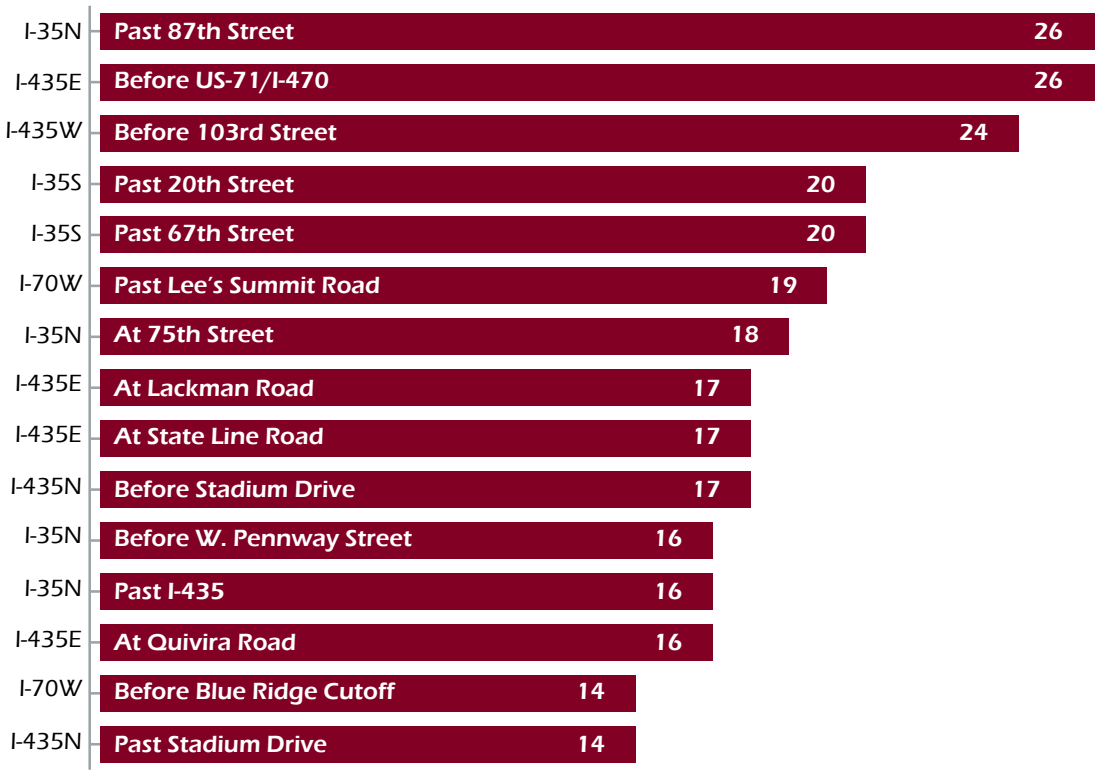
Top Multi-Vehicle Incident Locations by Route (2013)



Rate of Incidents (2013)

Lowest — Highest

Top 15 Cross-Street Locations for Multi-Vehicle Incidents (2013)



What are the Top Multi-Vehicle Incident Routes?

I-435 had the highest number of multi-vehicle incidents with a total of **742** in 2013

Westbound Incidents
198

Southbound Incidents
177

Eastbound Incidents
205

Northbound Incidents
162

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-435 West

Before 103rd Street	24
Past Roe Blvd.	13
Past I-35	12
Past Quivira Road	10
Past Lackman Road	9
Past 103rd Street	9
At I-35	8

I-435 East

Before 71/I-470	26
At State Line Road	17
At Lackman Road	17
At Quivira Road	16
Past K-10	10
At I-35	10
At Metcalf	9
Before State Line Road	9

Rate of Incidents

Lowest — Highest

I-435 South

Past 23rd Street	14
Before I-70	11
Past I-70	9
Before 24 Hwy.	8
At I-70	7
At 87th Street	7

I-435 North

Before Stadium Drive	17
Past Stadium Drive	14
Past Front Street	8
Past 24 Hwy.	8
Before I-35	8

I-35 had the second highest number of multi-vehicle incidents with a total of **721** in 2013

Southbound Incidents
371

Northbound Incidents
350

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-35 South

Past 67th Street	20
Past 20th Street	20
At 75th Street	12
Before 119th Street	10
Past 75th Street	10
To 119th Street	10
Past Mission Road	9
Past Shawnee Mission Pkwy.	9
At Antioch Road	8
Past Armour Road	8

I-35 North

Past 87th Street	26
At 75th Street	18
Before W. Pennway Street	16
Past I-435	16
Past Antioch Road	13
Past Johnson Drive	12
Past 119th Street	11
Past W. Pennway Street	10
At 87th Street	10
At Antioch Road	9

Rate of Incidents

Lowest — Highest

I-70 had a total of **526** multi-vehicle incidents in 2013.

Westbound Incidents
255

Eastbound Incidents
271

Rate of Incidents

Lowest — Highest

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-70 West

Past Lee's Summit Road	19
Before Blue Ridge Cutoff	14
Past 18th Street	10
Past Manchester Tfwy.	10
At I-470	9
Past 40 Hwy/Blue Ridge	8
Past Prospect Ave	8
At Paseo Blvd.	7
Past Little Blue Pkwy.	7

I-70 East

Past Blue Ridge Cutoff	13
Past I-435	11
Past Manchester Tfwy	11
Before Noland Rd.	10
At 40 Hwy./Blue Ridge	9
Before Lee's Summit Road	8
Before Sterling Ave	8
Past 11th St.	8
Past 40 Hwy	8
Past Lee's Summit Rd.	8

I-470 had a total of **185** multi-vehicle incidents in 2013.

Westbound Incidents
69

Southbound Incidents
28

Eastbound Incidents
46

Northbound Incidents
42

Rate of Incidents

Lowest — Highest

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-470 West

- Past Blue Ridge Blvd. 9
- Past Raytown Rd. 8
- At 71 Hwy. 8
- At 50 Hwy. 8
- Past 50 Hwy. 7
- Before Raytown Rd. 6

I-470 East

- Past View High Drive 5
- Past Douglas St 4
- At 71 Hwy. 4

I-470 North

- At Strother Rd 7
- Before Strother Rd. 6
- Past Strother Rd. 5

I-470 South

- Past 40 Hwy. 6

"I was on 470 at 8:30 this morning and [a] Scout guy helped change my tire. I just wanted to pass on [to you that] he was very professional and helpful. I didn't get his name, but tell him thanks again for me."

James Davey
Kansas City

I-635 had a total of **110** multi-vehicle incidents in 2013.

Southbound Incidents
59

Northbound Incidents
51

Rate of Incidents

Lowest — Highest

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-635 South

To I-35	5
Past Parallel Pkwy.	4
Before I-35	4
At I-35	4

I-635 North

Before Kansas Ave.	5
Before I-70	4

I-29 had a total of **103** multi-vehicle incidents in 2013.

Southbound Incidents
51

Northbound Incidents
52

Rate of Incidents

Lowest — Highest

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-29 South

Past NW 64th St.	5
Past Gateway Ave.	5
To I-635 SB	4
Past Barry Rd.	3
At NW 64th St.	3

I-29 North

N. Oak Tfwy	3
Davidson Rd.	3
152 Hwy	3

I-670 had a total of **63** multi-vehicle incidents in 2013.

Westbound Incidents
25

Eastbound Incidents
38

Rate of Incidents

Lowest — Highest

Cross-Street Locations with the Top Number of Multi-Vehicle Incidents

I-670 West 25 incidents

- Past Broadway 8
- Before Broadway 4

I-670 East 38 incidents

- Before I-35 6
- At I-35 5
- Genessee Street 4
- Past Broadway 4

"Thank You, Thank You, Thank to the "angel" who gave me gas this morning. I tried to pay him and he refused."

Jenni Anderson

Kansas City

Scout is Both Rural and

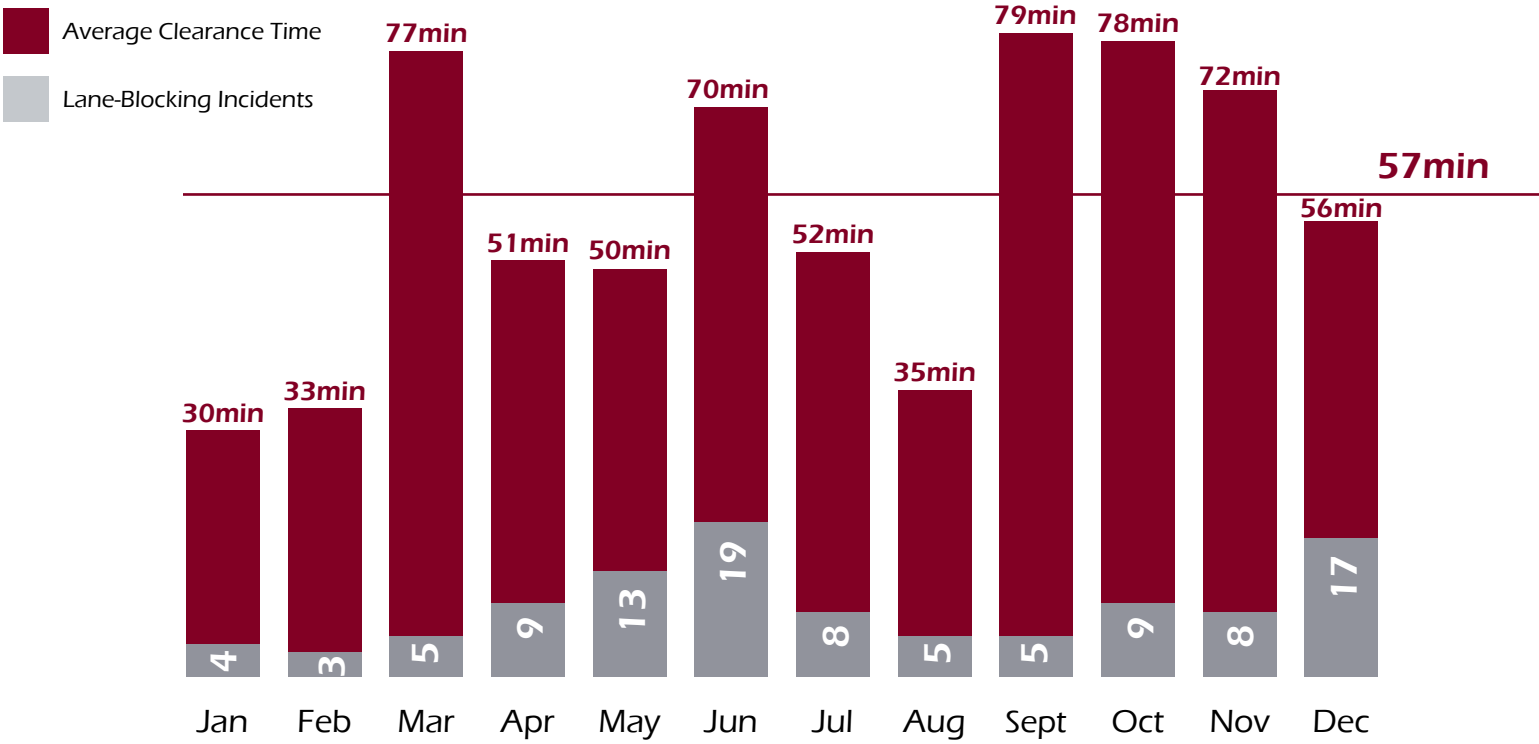
Along with the KC Metro Area, Scout manages incidents that happen on Missouri's I-70 Rural Corridor. The map shows their locations.

I-70 Missouri Rural Corridor

There were a total of 105 lane-blocking incidents in the corridor during 2013.

Lane-Blocking Incident Locations Along the I-70 Missouri Rural Corridor (2013)

Lane-Blocking Incidents Along the I-70 Missouri Rural Corridor by Month (2013)



Urban

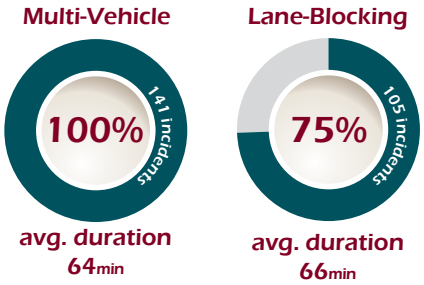
186 miles

The corridor consists of a 186-mile stretch of I-70, spanning from Grain Valley (MM 24) to Wentzville (MM 210).

An average clearance was 66 minutes for lane-blocking multi-vehicle incidents along the corridor.

All of the incidents that occurred along the corridor were multi-vehicle incidents while just 75% were lane-blocking.

Incidents along the I-70 Missouri Rural Corridor and Average Clearance Time (2013)

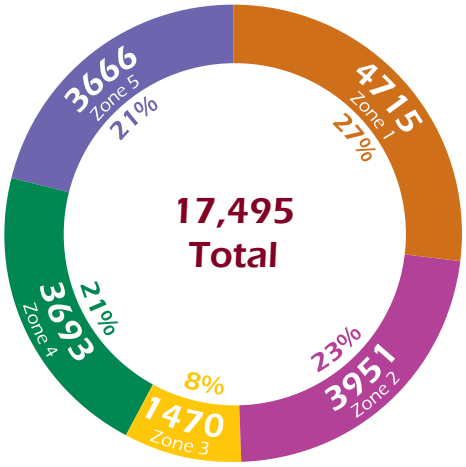


Motorist Assist

The total number of motorist assists increased by 8% from 16,971 assists in 2012 to 17,495 in 2013.

Motorist Assist operators patrol the Metro in search of vehicles that appear to be in trouble. They also support law enforcement, emergency responders and other emergency agencies by providing traffic control and back-up for incidents.

Total Number of Assists by Zone (2013)



Their goals are to:

- Minimize major disruptions of traffic flow.
- Focus on the factors that create disruptions in the flow and remove them.
- Relieve congestion and maintain consistent traffic flow during an incident.
- Reduce clearance times for incidents.

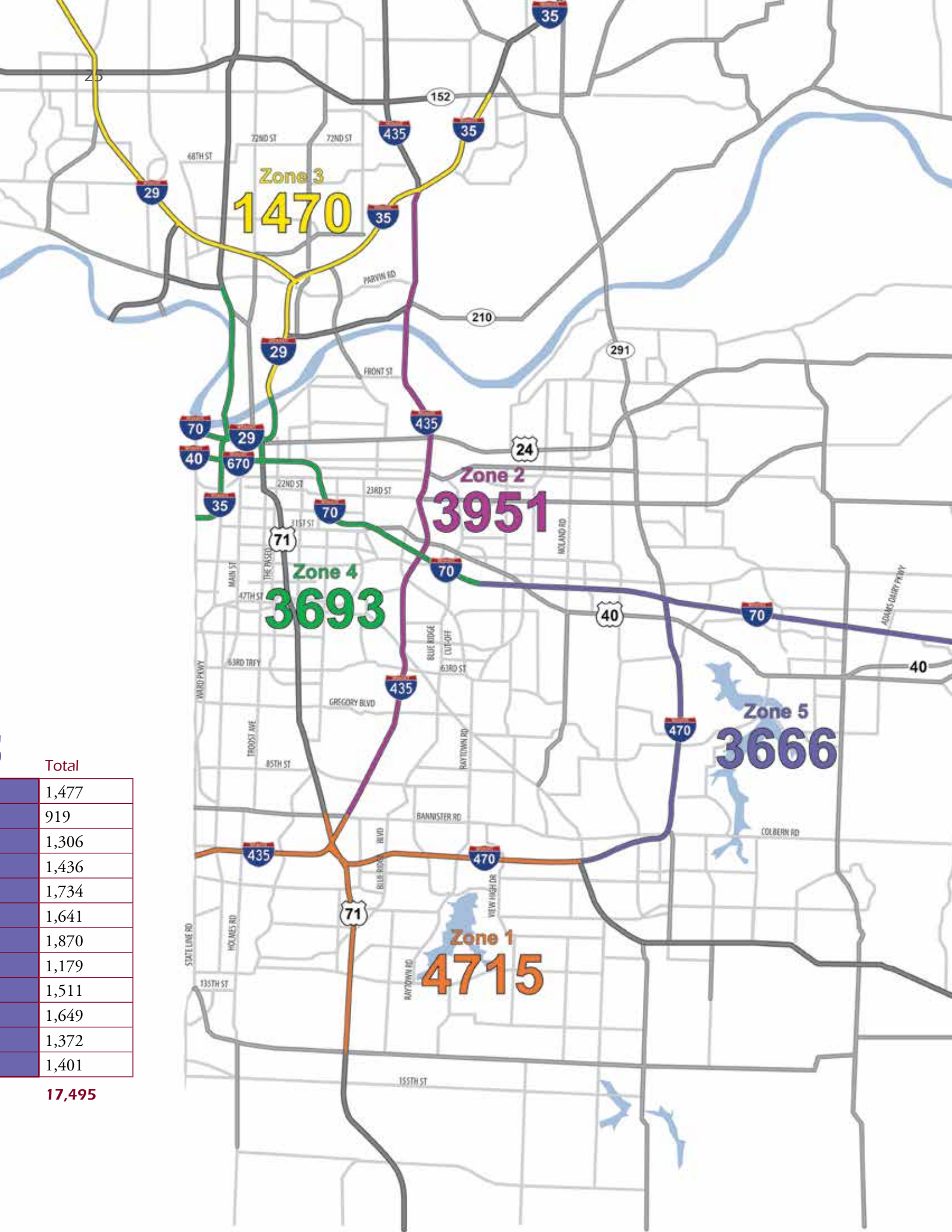
Number of Assists by Zone and Month (2013)

	1	2	3	4	5
Jan	395	313	118	333	318
Feb	247	181	61	218	212
Mar	321	290	123	288	284
Apr	403	351	105	310	267
May	464	380	161	373	356
Jun	451	358	141	361	330
Jul	473	445	155	393	404
Aug	310	306	102	228	233
Sept	410	355	132	283	331
Oct	456	391	121	345	336
Nov	392	291	123	303	263
Dec	393	290	128	258	332
	4,715	3,951	1,470	3,693	3,666

"[My car was broken down] on 435 around state line and one of your Motorist Assist guys helped me. He went above and beyond, let me tell you, to make sure I was safe and waited for my tow to arrive. These guys rock."

Angela Simmons

South Kansas City



	Total
	1,477
	919
	1,306
	1,436
	1,734
	1,641
	1,870
	1,179
	1,511
	1,649
	1,372
	1,401
	17,495

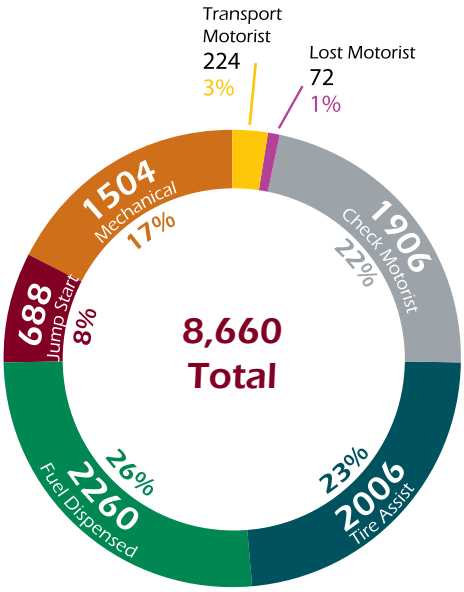
How Does Motorist Assist Help?

Types of Services

Operators provided traffic control for 13% of the assists in 2013. The average response time was 6.3 minutes.

In addition to the total number of motorist assists, we have collected data on the type and duration of assists that Motorist Assist and Emergency Response operators have performed. We also have information on the severity and duration of lane-blocking incidents for which operators provided traffic control. The information is shown in the graphs and tables that follow.

Total Number of Assists by Service (2013)



Number of Motorist Assists by Type and Month (2013)

	Transport Motorist	Lost Motorist	Check Motorist	Tire Assist	Fuel Dispensed	Jump-Start	Mechanical	Total
Jan	19	3	151	153	215	67	119	727
Feb	14	3	75	79	148	55	75	449
Mar	17	4	126	138	182	49	112	628
Apr	8	4	124	159	181	53	124	653
May	20	5	190	221	228	53	214	931
Jun	20	10	172	213	177	49	185	826
Jul	25	11	212	237	241	62	198	986
Aug	16	6	167	149	147	46	107	638
Sept	27	8	198	181	194	53	103	764
Oct	18	6	189	194	215	81	99	802
Nov	21	6	153	158	170	61	77	646
Dec	19	6	149	124	162	59	91	610
	224	72	1,906	2,006	2,260	688	1,504	8,660

Gas Dispensed in Gallons by Month (2013)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
284	188	227	230	291	243	311	187	259	291	255	224

"My husband and I were driving north on I-35 about 40 miles south of Kansas City and got a flat tire while in the construction zone. My husband started to change the tire and two highway workers walked over to see if they could help. We thanked them and told them we were able to change the tire. They picked up two road cones and placed them in the left lane next to our car so traffic would merge to the left after they passed us. They provided safety for us to complete the task of changing the tire. Highway workers face such danger every day, working so close to rapidly moving traffic. We got a taste of it standing by our car and seeing it from their viewpoint. Many, many thanks to them and to all highway workers."

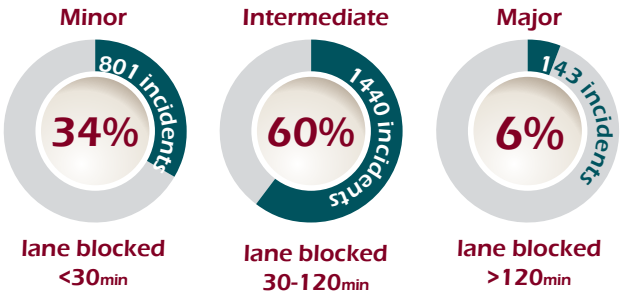
Ron and Cindy Pierson

Minnesota

Incident Duration by Month (2013)

	Minor (< 30min)	Intermediate (30-120min)	Major (> 120min)
Jan	70	121	7
Feb	34	75	9
Mar	64	131	5
Apr	59	103	11
May	74	117	20
Jun	59	136	17
Jul	77	128	12
Aug	45	81	11
Sept	55	106	9
Oct	80	150	14
Nov	69	137	10
Dec	115	155	18
	801	**1,440**	**143**

Severity of Incident by Duration (2013)



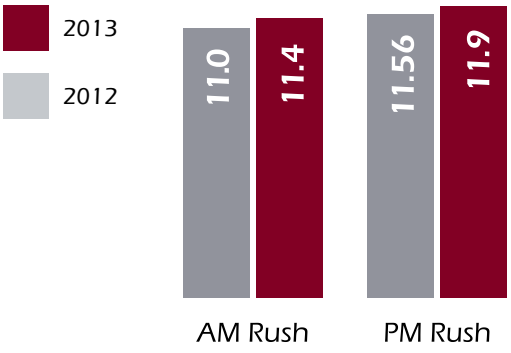
Mobility in the Metro

As the Metro grows, more and more vehicles use the freeway. Mobility, or the average time to travel a 10-mile segment of our freeway system, is an increasingly important factor.

Scout collects data on mobility for rush-hour peaks (7 A.M. and 5 P.M.). The measure uses the average travel time index values (Travel Index = Average Speed/ Free Flow Speed) to calculate the 10-mile travel times during the peaks on various freeway sections.

The travel time index is directly related to the average speed and represents the level of congestion by taking into consideration, not only the average speed, but also traffic volumes. The desired trend is to travel 10 miles per 10 minutes on a 60 mph freeway.

Average 10-Mile Travel Time (Minutes) During Rush-Hours on Selected Freeway Sections

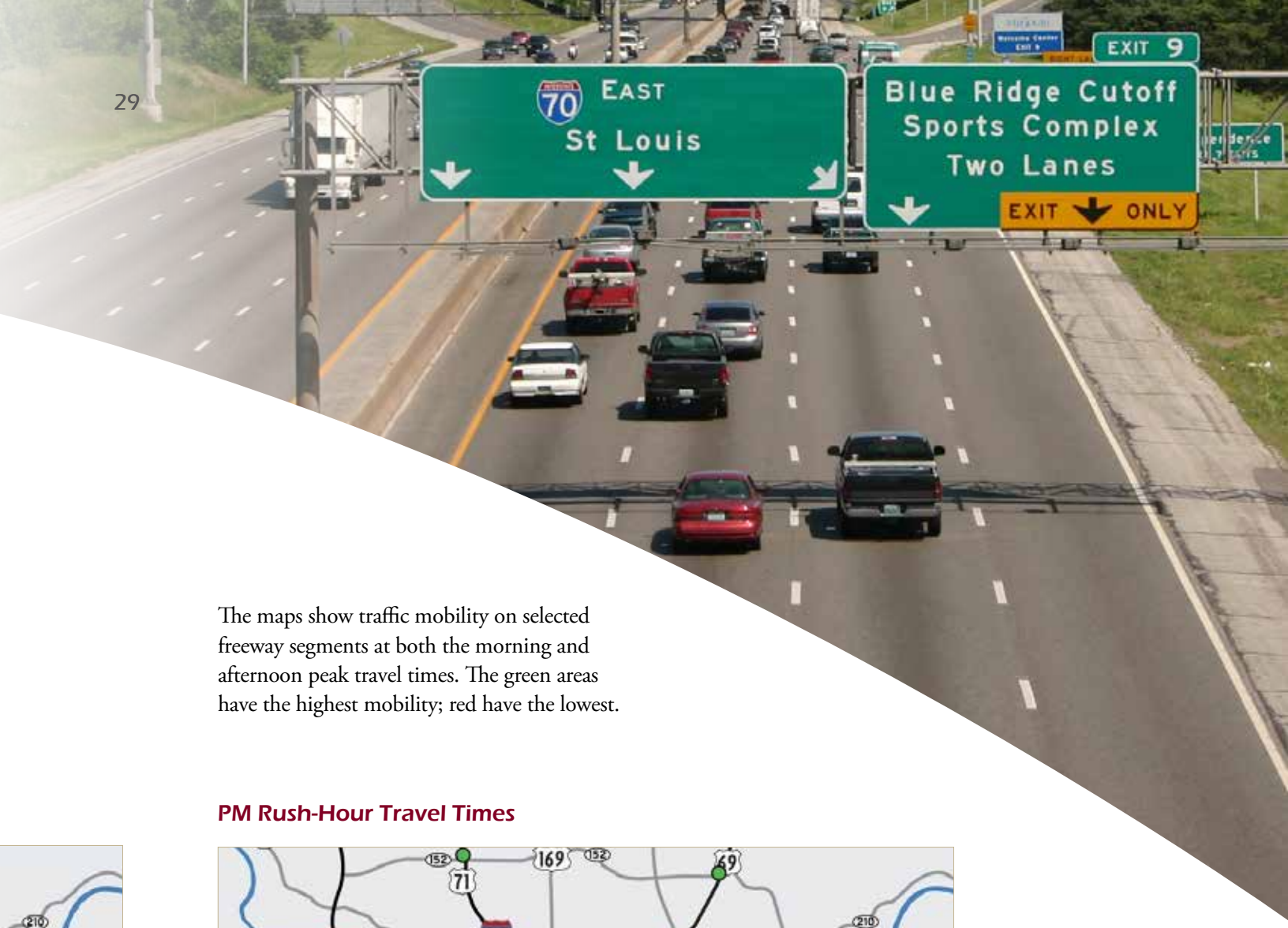


AM Rush-Hour Travel Times

"I see the cameras on TV every morning so I thought to visit your website and its pretty awesome. I modified my drive forward 30 minutes because I looked at the cameras and saw traffic was significantly lighter. Scout should add more cameras and travel time boards on every route."

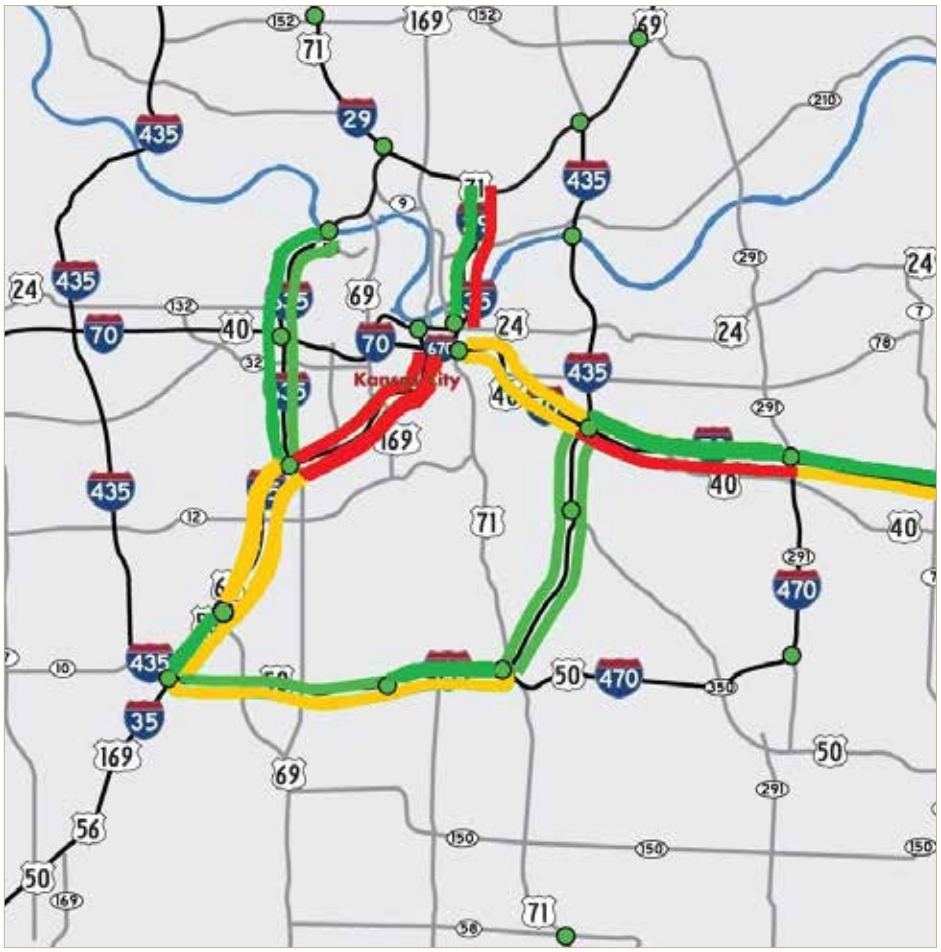
Tammy

Grandview



The maps show traffic mobility on selected freeway segments at both the morning and afternoon peak travel times. The green areas have the highest mobility; red have the lowest.

PM Rush-Hour Travel Times



You can view the full Congestion Report at:

kcscout.net/downloads/Reports/Annual/CongestionReport2013.pdf

ITS Infrastructure

Scout manages the Metro's 160-mile highway system with technical equipment including cameras, message signs, and freeway detectors.

The percentage of equipment that is working properly in the field each month is known as "equipment uptime". The message signs, in particular, are essential to providing real-time travel and incident information. Motorists use them to make informed decisions about their travel routes.

Percent of Properly Working Equipment (2013)

	Cameras	Message Signs	Freeway Detectors
Jan	99%	95%	74%
Feb	98%	99%	80%
Mar	99%	98%	80%
Apr	99%	97%	78%
May	98%	99%	79%
Jun	99%	98%	78%
Jul	97%	98%	75%
Aug	96%	85%	76%
Sept	94%	90%	75%
Oct	91%	75%	79%
Nov	92%	98%	80%
Dec	96%	99%	70%
Average	**97%**	**94%**	**78%**

"Ramp meters really help people get on the highway. I'm from California and they are everywhere. I'm glad they are on 435 and continue to utilize them."

John

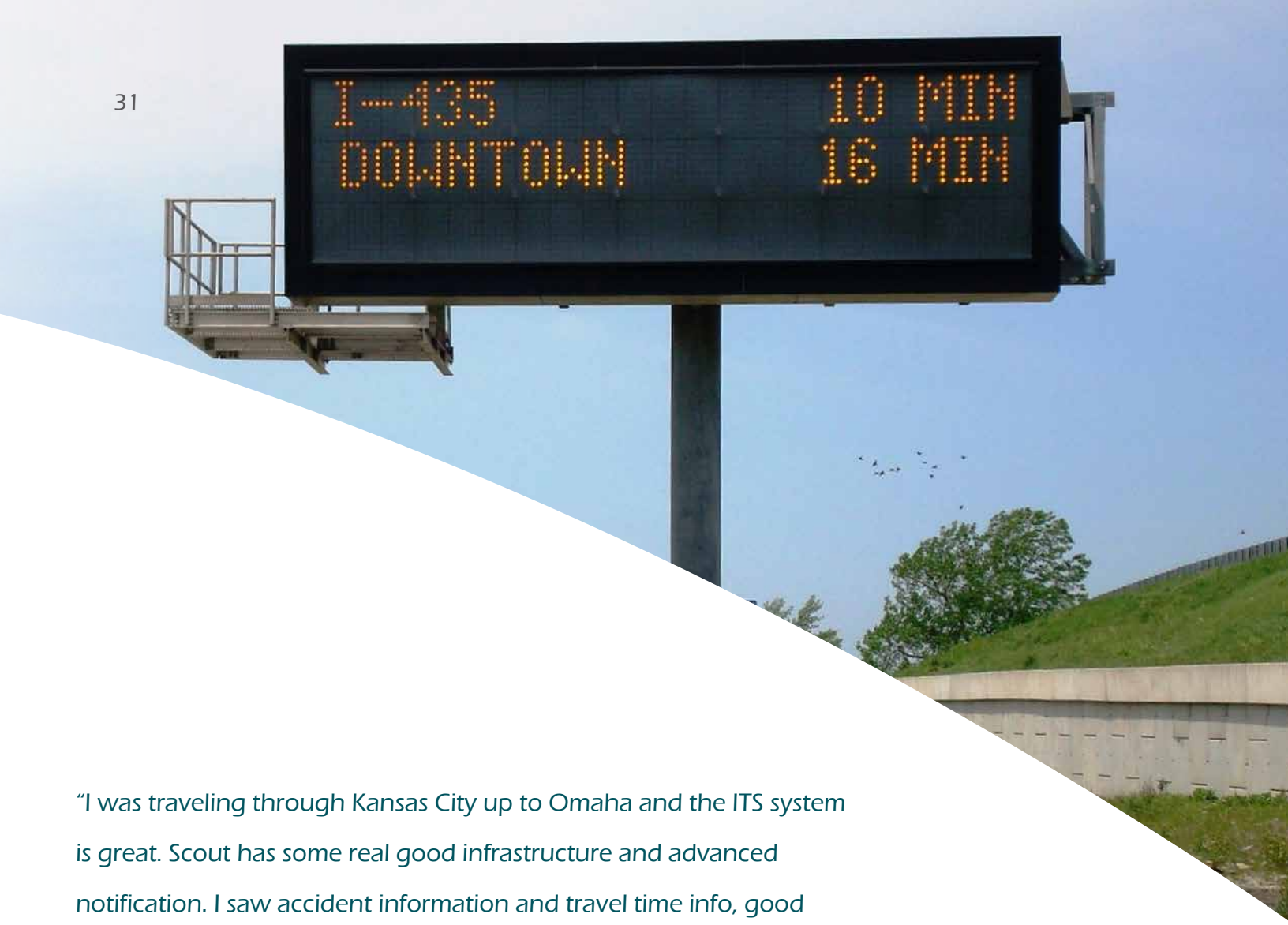
Leewood

Scout's ITS Tool Bench

The Kansas and Missouri Departments of Transportation jointly operate Scout, using a variety of key tools to accomplish the task. These tools include traffic incident managment, ramp meters, cameras, message signs, and freeway detectors.

Traffic Incident Management
Provides quicker response and clearance times.

Message Signs
Provide travel times, incident, safety and traffic information for drivers.



"I was traveling through Kansas City up to Omaha and the ITS system is great. Scout has some real good infrastructure and advanced notification. I saw accident information and travel time info, good stuff. I downloaded the app too. PS. I work at TXDOT in IT."

Jamie Connos

Dallas Tx

Ramp Meters
Located at on-ramps to maximize the flow of traffic on interstates.

Detectors
Detect vehicles that are moving, slowed, or stopped on the highway.

Closed-Circuit Cameras
Monitor traffic, incidents and work zones.

1

Message Signs:
Freeway message signs describe trouble ahead, such as blocked lanes, work zones, incidents, and severe weather (floods, ice, snow, or tornadoes).

"I check this website every morning and the cameras are great. I really use the cameras when it's snowing or raining hard outside. Pretty cool stuff."

Corey
Kansas City

Website and My KC Scout:
Visit kcscout.net for real-time traffic map, current travel speeds, and road closures. To receive alerts about traffic, weather, child abductions (AMBER Alerts), poor air quality, and/or homeland security via email, text message, or your company task bar select "My KC Scout" to set your preferences.

2

3

Media:
Scout provides live video of the freeway to major news channels and to a local cable company. Media partners also display actual vehicle speeds during slowdowns.

Where do I find Scout alerts?

Scout App and Social Media:
Download the free Scout Kansas City Traffic app for both Apple and Android devices and follow Scout on Twitter for up to the minute traffic information 24 hours a day, 7 days a week at twitter.com/kansascityscout

4

Program Benefits

The Scout program offers a very high overall cost to benefit ratio: for every $1 spent, it provides approximately $8 in benefits.

Inadequate funding and, in some cases, inadequate room to widen roadways have made new construction and lane additions an increasingly difficult solution.

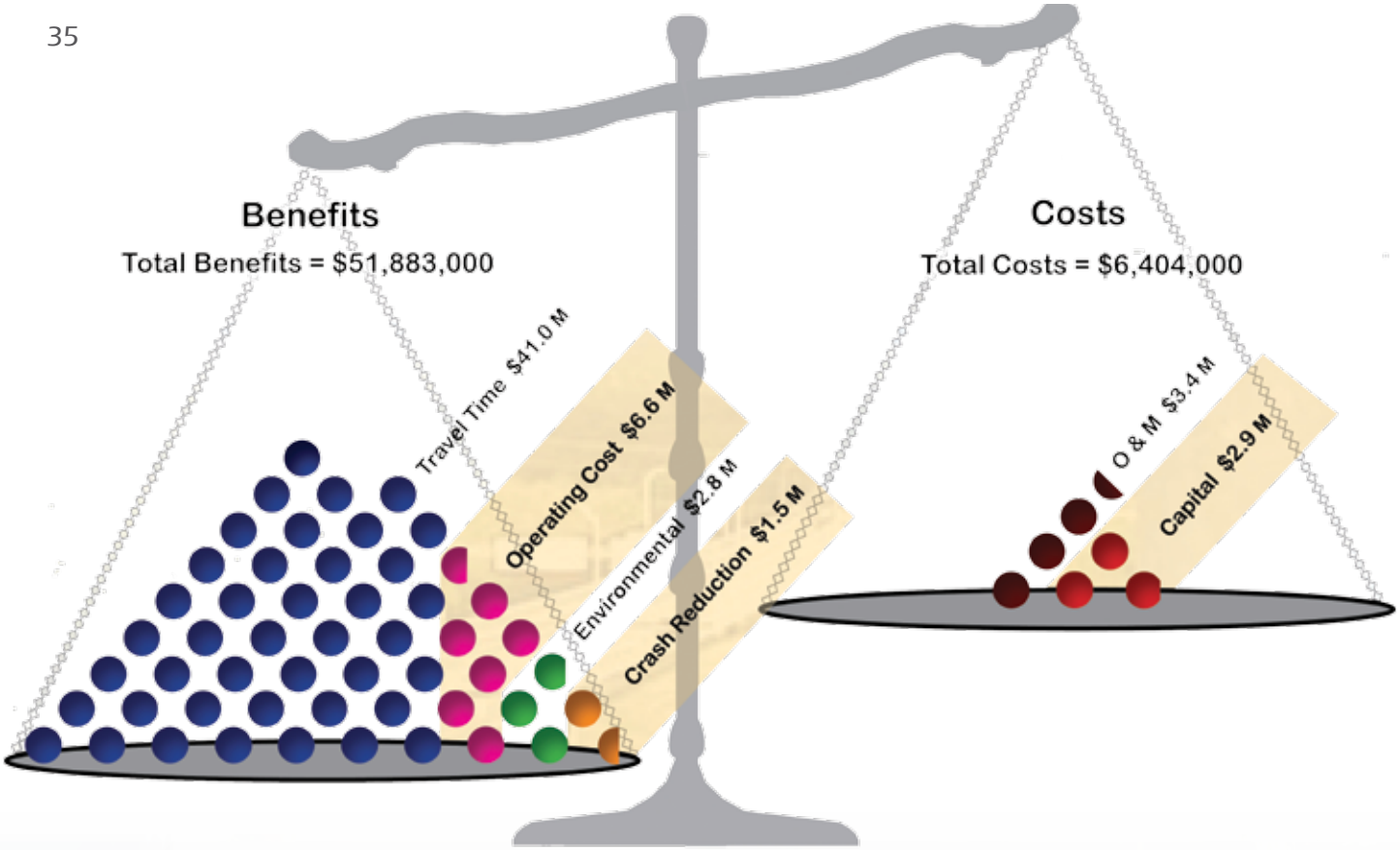
Providing a safe and efficient system for freeway travel is important, so the Kansas City Metro uses Scout's technology and traffic management system.

Traffic Incident Management is a major focus of the system and has resulted in reduced incident periods and overall increased coordination at the scene of the incident. Motorist Assist also helps with achieving quicker clearance. The benefits equate to reduced travel times and congestion, lower crash rates, savings in fuel and other operation costs, and cleaner air from reduced carbon emissions.

Transportation Management Center

Scout provides you with real-time, up-to-the-minute, traffic and roadwork information.

To request a tour of the Scout TMC (Transportation Management Center) go to kcscout.net. Select "Scout Services", then "Schedule a Tour", and fill out the form.



KEY

Each circle represents $1M in value.

Benefits

- Travel Time — Time saved by drivers due to reduced congestion
- Operating Cost — Fuel savings
- Crash Reduction — Elevated safety levels reduce secondary crashes
- Environmental — Reductions in carbon emissions

Costs

- Annual O & M — Costs to operate and maintain
- Annualized Capital — Includes initial capital investment and replacement costs

Investment in Scout technology, incident management, and motorist assist translates to annual benefits that greatly outweigh the annual costs to build and maintain the program.

Kansas City SCOUT
MoDOT + KDOT

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getting you there