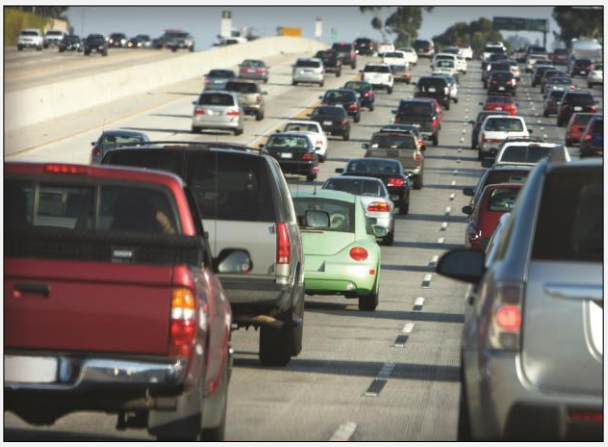
KC Scout

Kansas City's Bi-State Transportation Management Center

Operations Report
October 2018



This report contains statistical and operational data of activities at the Scout TMC for the period Friday, October 1, 2018 to Saturday, October 31, 2018

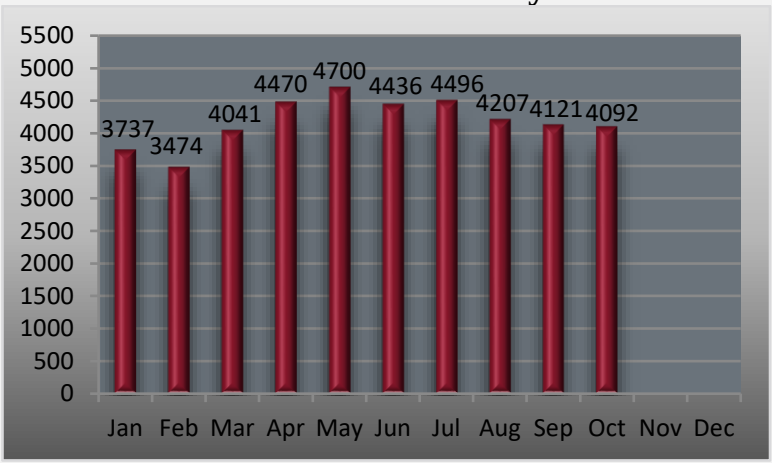
Incident Summary

A summary of the incidents logged by Scout ITS Operations Staff

Total Incidents ***The total number of incidents during this period. An incident is defined as any event on the roadway which affects or can affect normal traffic flow.***	**September '18 – 4,121** **October '18 – 4,092** October '17 – 3,326
Incidents with Lane Blockage ***The total number of incidents which resulted in at least one blocked lane of travel. (Incidents < 3mins & roadwork excluded)***	**September '18 – 776** **October '18 – 886** October '17 – 660
Multi-Vehicle Incidents ***The total number of multi-vehicle incidents during this period. A multi-vehicle incident is defined as any type of collision between two or more vehicles on a roadway.***	**September '18 – 434** **October '18 – 586** October '17 – 413
Total Minutes of Blocked Lanes ***The total number of minutes in which lanes of travel were blocked during this period.(Roadwork excluded)***	**September '18 – 16,653** **October '18 – 34,769** October '17 – 20,846
Average Time to Clear Lanes ***The average time for all lanes to be cleared for an incident. This time is calculated from the incident start time until all lanes are reopened.***	**August '18 – 37 min.** **October '18 – 33 min.** October '17 – 35 min.

Incident Summary Breakdown

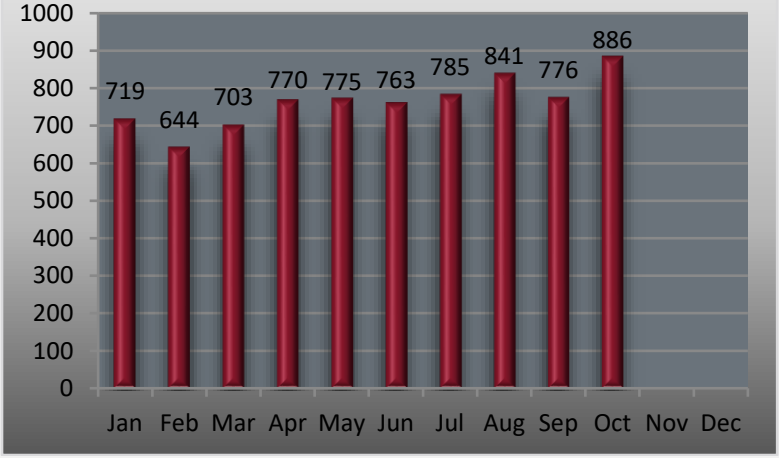
2018 Total Incidents by Month



October Total Incidents
2018 – 4,092
2017 – 3,326
2016 – 3,173

October Total Incidents 2017 vs. 2018
↑23.0 %

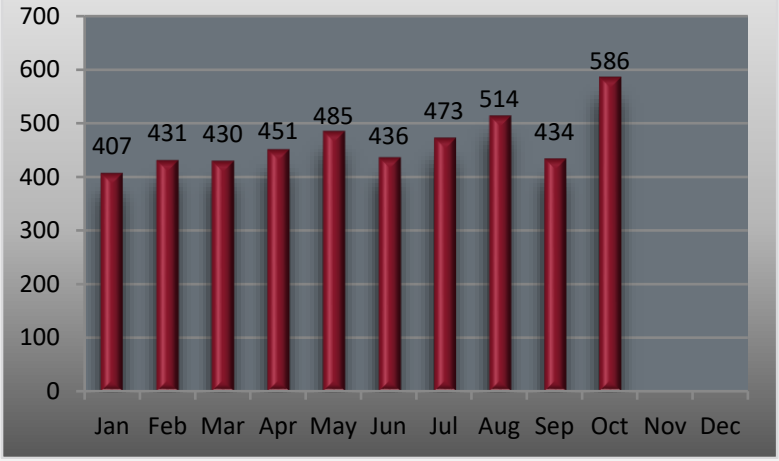
2018 Lane Blocking Incidents by Month



October Lane Blocking Incidents
2018 – 886
2017 – 660
2016 – 676

October Lane Blocking Incidents 2017 vs. 2018
↑ **38.3** %

2018 Multi-Vehicle Incidents by Month



October Multi-Vehicle Incidents
2018 – 586
2017 – 413
2016 – 467

October Multi-Vehicle Incidents 2017 vs. 2018
↑ 41.9 %

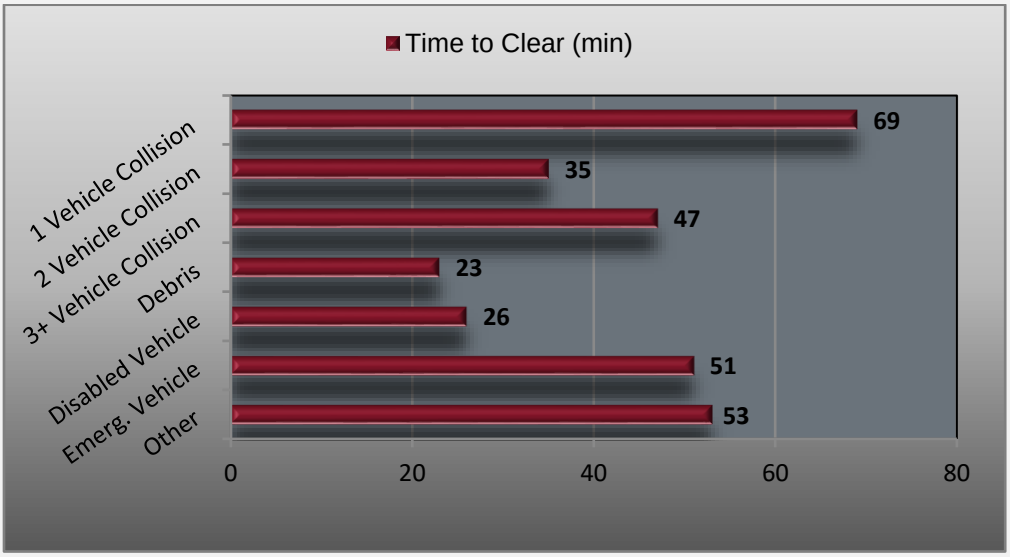
Incidents by Type

A breakdown by type of incident, sorted by number of incidents, percentage of total incidents logged and average length of incident.

Incident Type	Total	%	Avg. Duration (hr:min)
1 Vehicle Collision	236	4%	:60
2 Vehicle Collision	473	9%	:40
3+ Vehicle Collision	131	2%	:59
Debris	307	8%	:26
Disabled Vehicle	2345	63%	:31
Emergency Vehicles	193	5%	:33
Other	114	2%	1:06
Roadwork	293	8%	8:41

Time to Clear Lanes by Lane Blocking Incident Type

A breakdown of average clearance times for lane blocking incidents sorted by individual incident types.

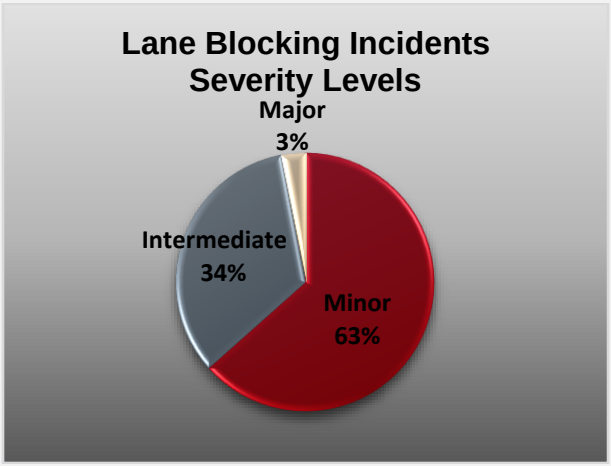


Type	Avg. Time to Clear	# of Incidents	% of All Incidents
1 Vehicle Collision	69 min	113	12.8%
2 Vehicle Collision	35 min	255	28.8%
3+ Vehicle Collision	47 min	104	11.7%
Debris	23 min	125	14.1%
Disabled Vehicle	26 min	198	22.3%
Emergency Vehicle	51 min	79	8.9%
Other	53 min	12	1.2%

Lane Blocking Incidents by Severity Level

Incidents sorted by severity level based on lane blockage and duration shown. (Roadwork excluded)

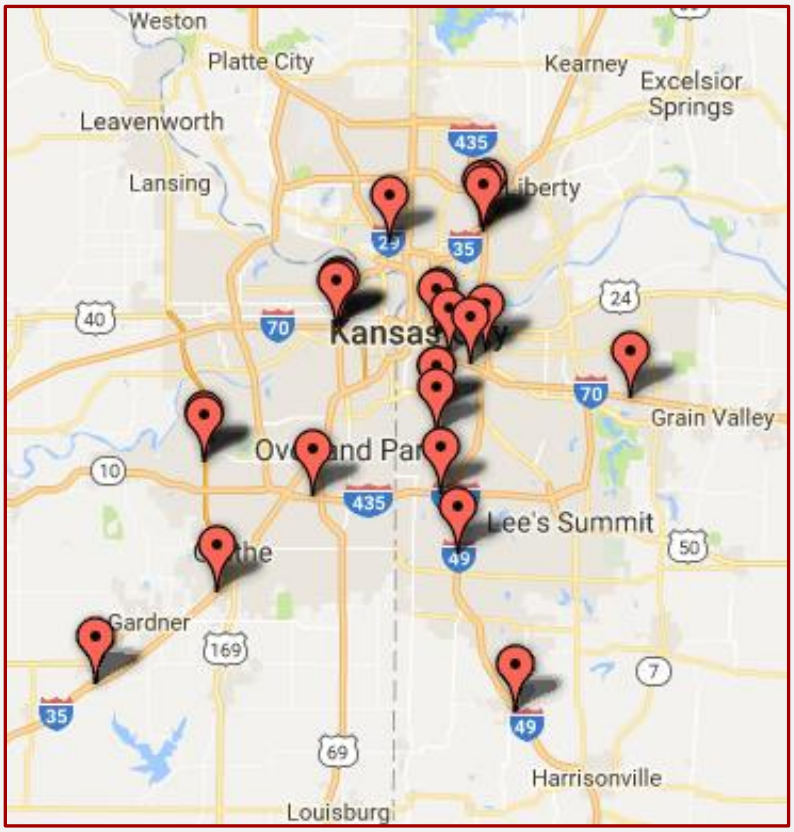
Minor *Lane blocked less than 30 min*	**499**
Intermediate *Lane blocked 30 to 120 min*	**354**
Major *Lane blocked more than 120 min*	**33**



October Level 3 Incidents
2018 – 33
2017 – 27
2016 – 16

Level 3 Incidents
October
2017 vs. 2018
↑ **22 %**

September 2018
Level 3 Incident Locations



Peak Period Incident Summary

A breakdown of incidents which occurred during peak periods (roadwork excluded). Incidents sorted by total number of incidents, incidents with lane blockage, multi-vehicle incidents and the percentages of these types compared with all incidents.

Peak period is defined as:
AM: 6:30 - 9:30
PM: 3:30 - 6:30

Type	AM Peak	PM Peak	Percentage occurring during Peak Periods
Total Incidents	661	843	36.8%
Incidents with lane blockage	166	200	41.3%
Multi-Vehicle Incidents	154	173	55.8%

Incident by State

A breakdown of incidents occurring by State. Incidents sorted by total number of incidents (including roadwork), incidents with lane blockage (roadwork excluded), average time to clear lane blocking incidents and total number of multi-vehicle incidents.

State	Total Incidents	Lane Blocking	Avg Time to Clear	Multi-Vehicle
Missouri	2,703	655	35 min	343
Kansas	1,034	231	39 min	243

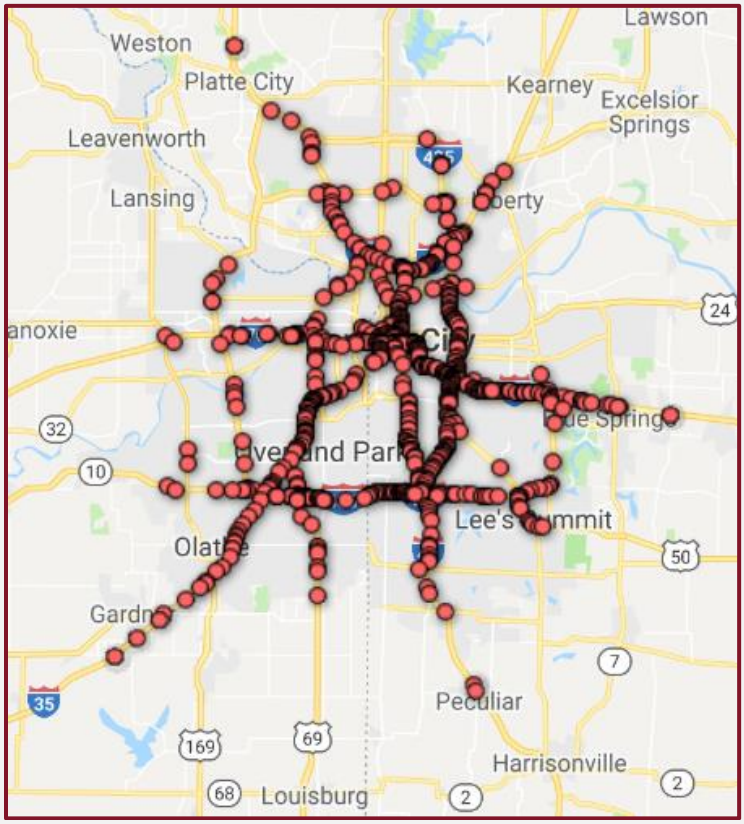
I-70 MO Rural Corridor

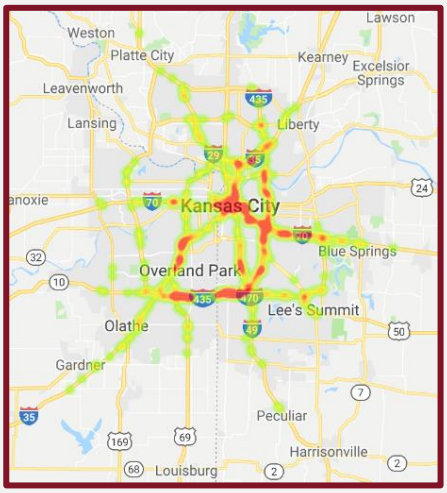
A breakdown of incidents along the I-70 Corridor in MO from Grain Valley (MM 24) to Wentzville (MM 210). Incidents sorted by total number of incidents (roadwork included), incidents with lane blockage (roadwork excluded), multi-vehicle incidents and the average incident duration for each type.

Type	Number of Incidents	Avg. Incident Duration
All Incidents	54	232 min.
Lane Blocking Incidents	27	120 min.
Multi-Vehicle Incidents	18	94 min.

Incident Locations

Below is a map displaying the locations of lane blocking incidents in October, along with a heat map depicting the "hot spot" locations with the highest incident occurrences. (Roadwork excluded)

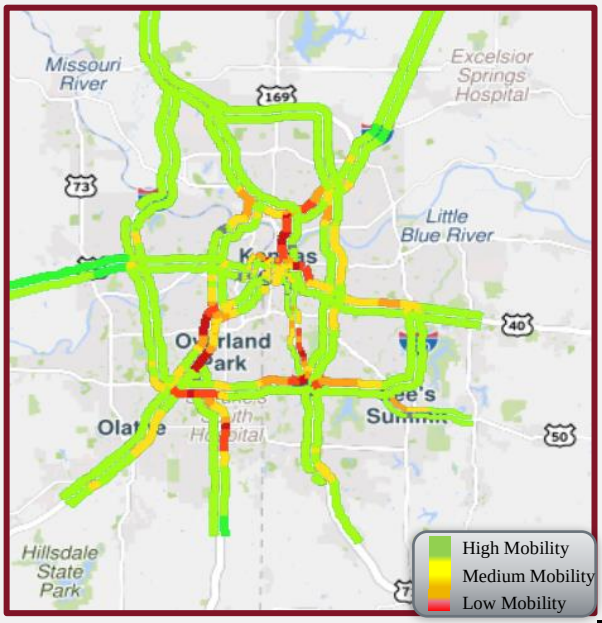




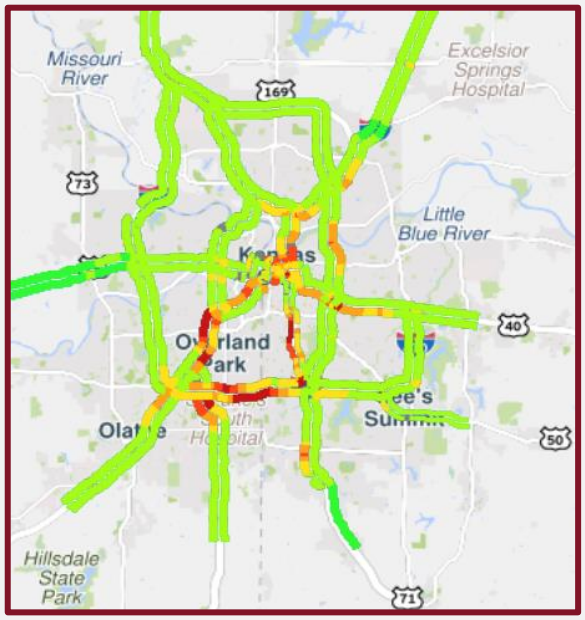
Mobility in the Metro

The maps below represent traffic mobility on selected freeway segments for both AM and PM peak travel times in October, through a color progression with green depicting the highest mobility and red depicting the lowest mobility.

AM Peak



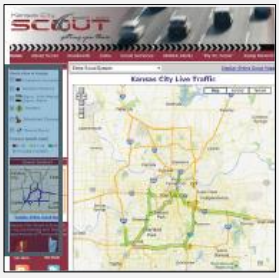
PM Peak



Scout Tools

Using a variety of tools, the Kansas and Missouri Departments of Transportation jointly operate Scout to improve traffic flow on metro freeways. KC Scout cannot control traffic jams, but can detect and manage situations on its roads and provide real-time, up to the minute, traffic and roadwork information to travelers and local commuters.

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



Interactive Website
Let's users know before they go what's happening on metro freeways.

Twitter and Web Alerts
Share real-time traffic information with motorists.

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

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

Traffic Incident Management
Provides quicker response and clearance times.