

# KC Scout

## Kansas City's Bi-State Transportation Management Center

### Operations Report September 2018

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

August '18 – 4,207

**September '18 – 4,121**

September '17 – 3,164

#### Incidents with Lane Blockage

*The total number of incidents which resulted in at least one blocked lane of travel. (Incidents < 3mins & roadwork excluded)*

August '18 – 841

**September '18 – 776**

September '17 – 593

#### 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.*

August '18 – 514

**September '18 – 434**

September '17 – 469

#### Total Minutes of Blocked Lanes

*The total number of minutes in which lanes of travel were blocked during this period. (Roadwork excluded)*

August '18 – 31,114

**September '18 – 16,653**

September '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.*

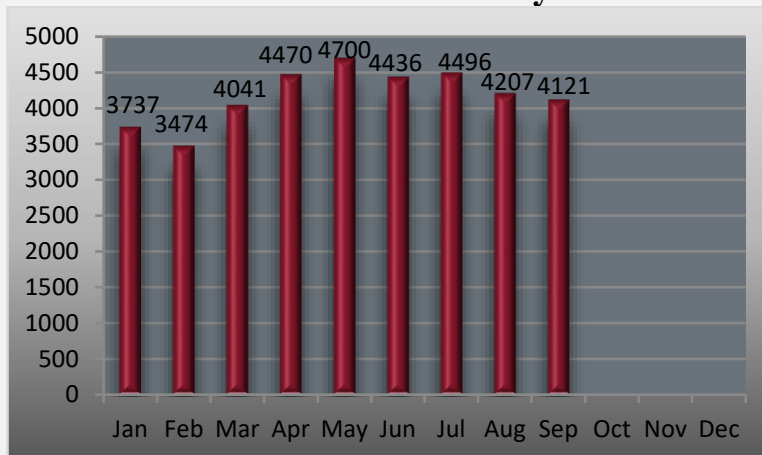
August '18 – 37 min.

**September '18 – 37 min.**

September '17 – 35 min.

## Incident Summary Breakdown

### 2018 Total Incidents by Month



#### September Total Incidents

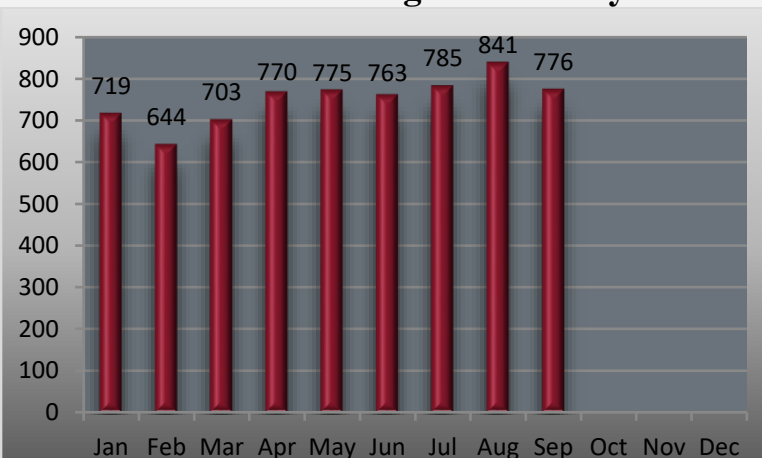
2018 – 4,121  
 2017 – 3,164  
 2016 – 3,137

#### September Total Incidents

2017 vs. 2018

↑ 30.2 %

### 2018 Lane Blocking Incidents by Month



#### September Lane Blocking Incidents

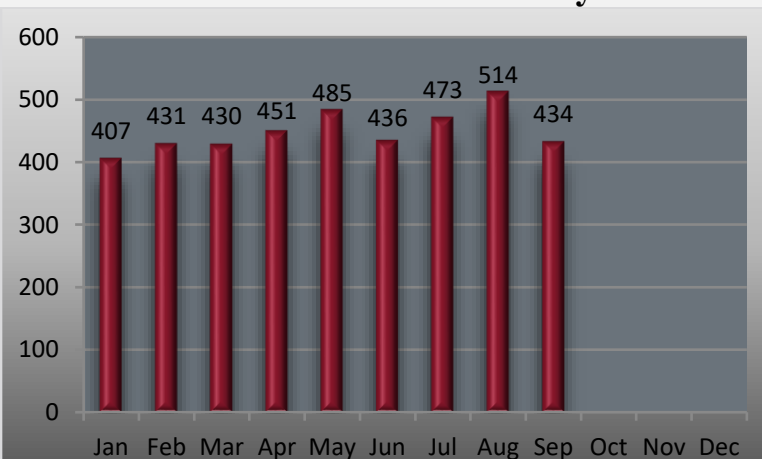
2018 – 776  
 2017 – 593  
 2016 – 572

#### September Lane Blocking Incidents

2017 vs. 2018

↑ 30.9 %

### 2018 Multi-Vehicle Incidents by Month



#### September Multi-Vehicle Incidents

2018 – 434  
 2017 – 365  
 2016 – 469

#### September Multi-Vehicle Incidents

2017 vs. 2018

↑ 18.9 %



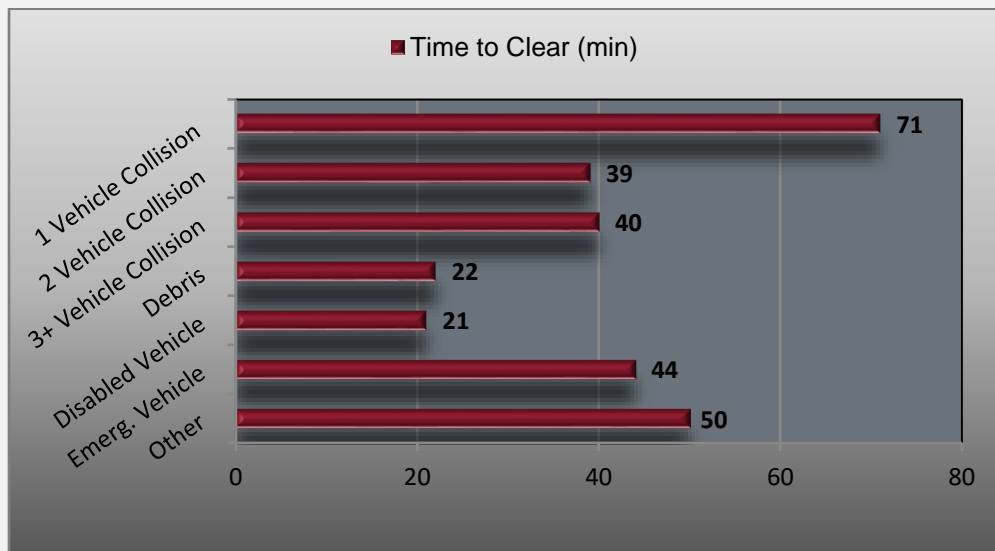
### Incidents by Type

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	154	4%	1:04
2 Vehicle Collision	354	9%	:46
3+ Vehicle Collision	80	2%	:53
Debris	325	8%	:23
Disabled Vehicle	2601	63%	:30
Emergency Vehicles	194	5%	:27
Other	76	2%	1:15
Roadwork	337	8%	7:41

### Time to Clear Lanes by Lane Blocking Incident Type

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



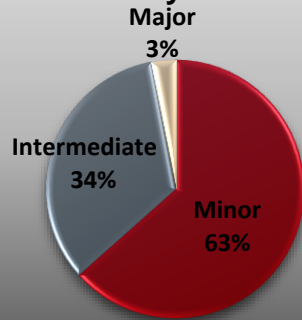
Type	Avg. Time to Clear	# of Incidents	% of All Incidents
1 Vehicle Collision	71 min	80	10.3 %
2 Vehicle Collision	39 min	192	24.7 %
3+ Vehicle Collision	40 min	54	7.0 %
Debris	22 min	119	15.3 %
Disabled Vehicle	21 min	248	32.0 %
Emergency Vehicle	44 min	66	8.5 %
Other	50 min	17	2.2 %

### Lane Blocking Incidents by Severity Level

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

<b>Minor</b>	<b>492</b>
<i>Lane blocked less than 30 min</i>	
<b>Intermediate</b>	<b>261</b>
<i>Lane blocked 30 to 120 min</i>	
<b>Major</b>	<b>23</b>
<i>Lane blocked more than 120 min</i>	

#### Lane Blocking Incidents Severity Levels



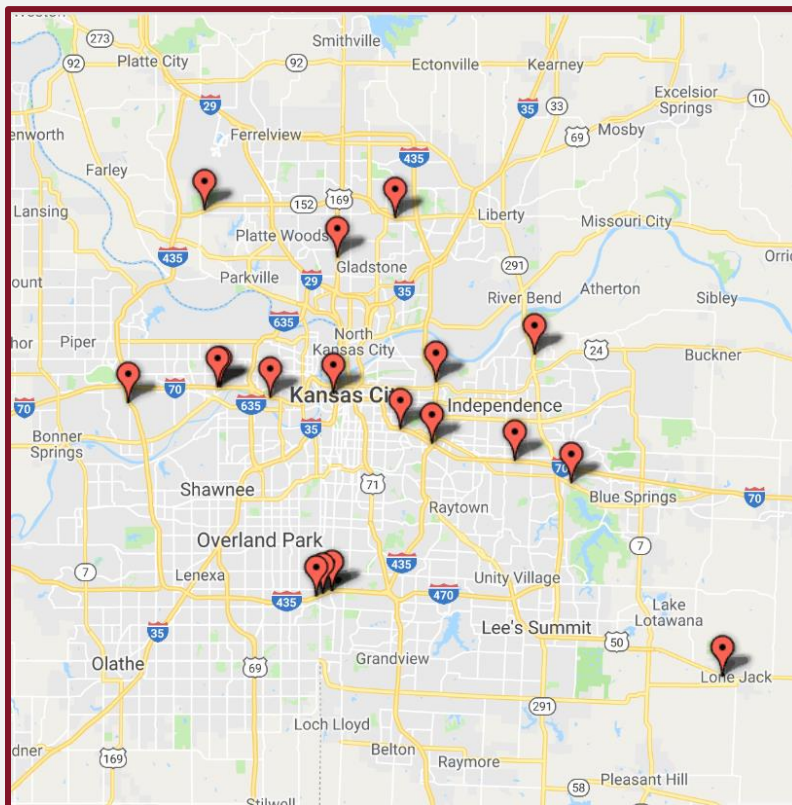
#### September Level 3 Incidents

2018 – 23  
2017 – 27  
2016 – 26

#### Level 3 Incidents September 2017 vs. 2018

↓ 15 %

### 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	643	846	39.3%
Incidents with lane blockage	135	179	40.5%
Multi-Vehicle Incidents	106	121	52.3%

### **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	2,950	588	34 min	265
Kansas	1,171	188	36 min	169

### **I-70 MO Rural Corridor**

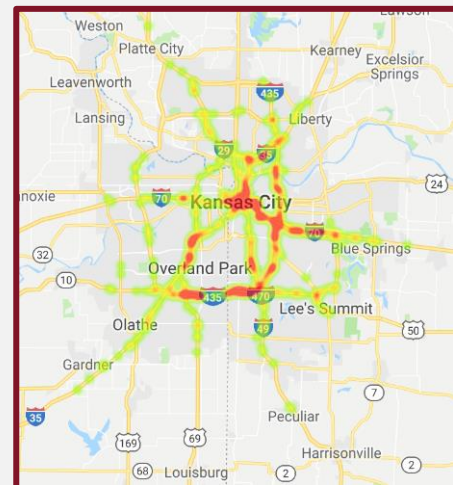
A breakdown of incidents along the I-70 Corridor in MO from Grain Valley (MM 24) to Wentzville (MM 210). Incidents sorted by total number of incidents (roadwork included), incidents with lane blockage (roadwork excluded), multi-vehicle incidents and the average incident duration for each type.

Type	Number of Incidents	Avg. Incident Duration
All Incidents	34	508 min.
Lane Blocking Incidents	17	157 min.
Multi-Vehicle Incidents	9	76 min.



### Incident Locations

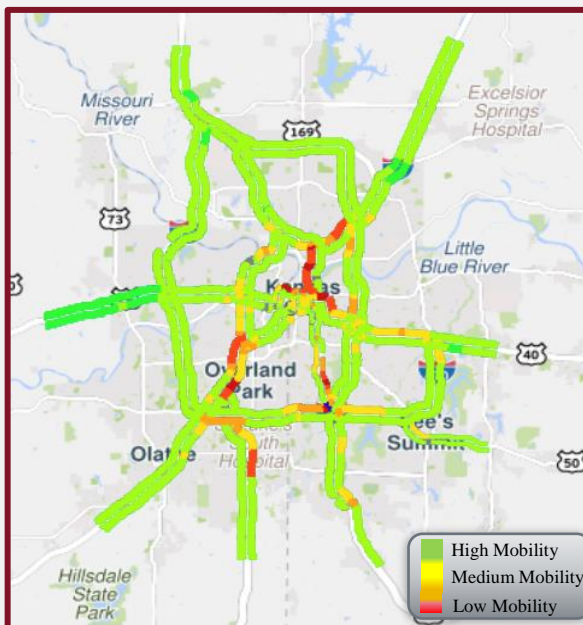
Below is a map displaying the locations of lane blocking incidents in September, along with a heat map depicting the "hot spot" locations with the highest incident occurrences. (Roadwork excluded)



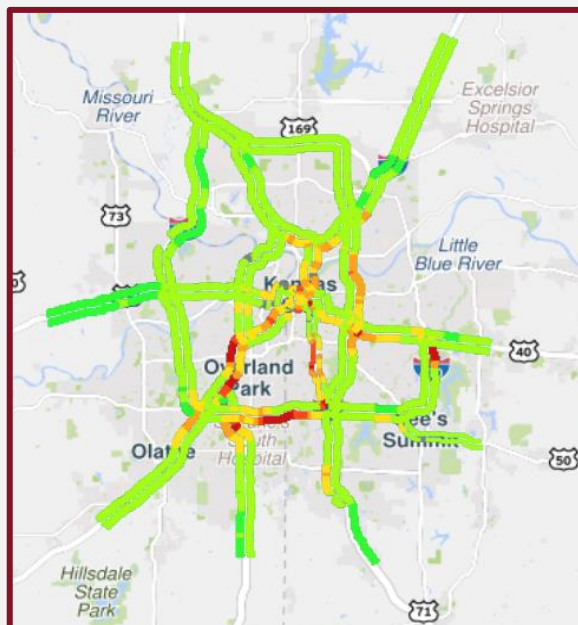
### Mobility in the Metro

The maps below represent traffic mobility on selected freeway segments for both AM and PM peak travel times in September, 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.



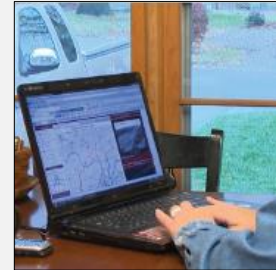
### Dynamic Message Signs

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.