



Working with Law Enforcement



Sponsored by the Operations Task Force

January 18, 2017

This webinar will be recorded

- Welcome and introductions
- Setting the Stage for Coordination: Washington Joint Operations Policy Statement
- Working Together to Dispatch and Provide After-Hours Service in Minnesota
- Teaming Up to Manage Rural Winter Travel in Wyoming
- Discussion
- Recent Major Events Review

This webinar will be recorded

SETTING THE STAGE FOR COORDINATION: WASHINGTON JOINT OPERATIONS POLICY STATEMENT

Bill Legg, Washington DOT

JOPS

Joint Operations Policy Statement



JOPS

A JOINT OPERATIONS POLICY STATEMENT

Prepared and agreed by the
Washington State Department of Transportation
The Washington State Patrol, and
The Washington Fire Chiefs

2016



Washington State
Department of Transportation



This Joint Operations Policy Statement (JOPS) documents the joint policy positions between the Washington State Patrol (WSP), the Washington State Department of Transportation (WSDOT), and the Washington Fire Chief (WFC) regarding issues of mutual interest in the safe and efficient operations of Washington State Highways and the Washington State Ferries.

**WSDOT/WSP INTERAGENCY
JOINT OPERATION POLICY STATEMENT**
Jan. 19, 1999

The Washington State Patrol (WSP) and Washington State Department of Transportation (WSDOT) have long recognized the importance of maintaining the efficient movement of traffic on our state's highways. Continuous increases in traffic volume contributes to congestion, air pollution, delays associated with incidents, and frequent long delays for motorists; all of which have serious economic implications. Lane or road closures of any kind in areas with highly congested roadways can result in entire communities being grid locked with few if any alternate routes available.

Our agencies have a responsibility to do whatever is reasonable to reduce the delays associated with incidents and collisions. The following guidance is based on the philosophy that our roadways will not be closed or restricted for any longer than is absolutely necessary.

Open Roads Philosophy

Whenever a roadway or lane is closed or partially blocked by a collision or incident, the WSP and/or WSDOT shall open the roadway as soon as possible ON AN URGENT BASIS. Public safety is the highest priority and must be preserved.

Roadways will be cleared as soon as initial investigative needs are met and hazardous cargo removed. It is understood that damage to vehicles or cargo may occur as a result of clearing the roadway on an urgent basis. Reasonable measures should be taken to avoid such damage, however our priority is restoring traffic to normal and to prevent further hazardous conditions from developing.

It is also understood that WSDOT employees who respond to collision scenes have traffic management as their first priority. WSDOT personnel have no hazardous materials responsibilities or authority, this task is the responsibility of the hauler's environmental contractor or the Department of Ecology. It is generally not the policy of WSDOT personnel to control or contain large amounts of hazardous cargo spillage. However, if practical, simple and safe measures can be taken to control a spill which may be damaging to WSDOT features or water resources, WSDOT personnel, with the appropriate training, can act upon the concurrence of the "Incident Commander". The Incident Commander is responsible for the overall management of all emergency operations. On state highways outside of municipal boundaries and on the entire interstate system this responsibility is assigned to the WSP.

WSP Responsibilities

Members of the Washington State Patrol who respond to the scene of traffic incident will make clearing the roadway a priority. When an investigation is required, it will be conducted as quickly as possible, considering the severity of the collision.

There are varying levels of collision severity which will contribute to the overall time needed to complete an investigation:

- Non injury, property damage only
- Injury (varying scale depending on severity and number of injuries)
- Fatal collisions
- Vehicular assaults, vehicular homicide (felony investigations)

Investigations will require prioritization of tasks, diligent use of resources, and consideration for use of detour routes to reduce traffic delays. Non-critical investigation may be delayed until lighter traffic conditions allow completion. WSP officers will cooperate with WSDOT representatives to establish lane closures, determine alternate routes, expedite the movement of traffic on the roadway to normal as soon as possible.

When practical, damaged vehicles will be moved to off ramps or other areas to clear inline traffic for completion of investigations. This is done in an expedient manner to reduce delays associated with motorists slowing to look at the incident. As soon as it is evident that they will be needed to clear the roadway, WSDOT cameras, or when Incident Response and/or WSP Personnel are on the scene prior to the arrival of troopers, WSP will call a tow truck prior to the arrival of the trooper.

WSP will not unnecessarily delay reopening all or part of a roadway by unloading their own equipment to off load, reload or remove equipment impeding traffic.

Commanders will coordinate with other emergency agencies for emergency vehicle response, parking and use of alternate routes in incident scenes.

WSP will be aware of the effect their enforcement activities have on traffic. Actions should be taken off of the roadway and

WSDOT Responsibilities

The Incident Responders or other maintenance personnel, in consultation with the Incident Commander, will establish traffic control, determine detour routes, coordinate support from the traffic management centers, and coordinate clearance issues.

The area maintenance personnel in cooperation with the Incident Responder and Incident Commander, will determine the necessary equipment and workforce needed to reopen the roadway or lanes as soon as possible. If materials being transported are involved, the WSDOT will make every effort to clear the traveled way in the shortest possible time, using whatever equipment is necessary. All such materials or vehicles will be relocated off the roadway to eliminate the traffic hazard, this could include pushing the materials to the roadside.

WSDOT will place traffic control devices at the scene should any damaged vehicles or cargo remain adjacent to the lane or shoulder for removal at a later time. WSDOT personnel will document all hours and equipment used to seek reimbursement from the causing party.

The WSP and WSDOT will continue to work together to ensure that the needs of motorists on our highways are being met in the most professional and efficient manner.

Sid Morrison, Secretary
Washington State Department of Transportation

Annette Sandberg, Chief
Washington State Patrol

1999

JOPS Process

- The current Statement is 31 pages long and covers 13 areas of joint coordination
- Currently updated every two years, current Statement is 2016
- Discussed and reported on at annual JOPS meeting
 - Attended by HQ and regional decision makers from all involved agencies
- Ongoing committee to review and recommend updates to the Statement
- 2016 copy is the 7th edition

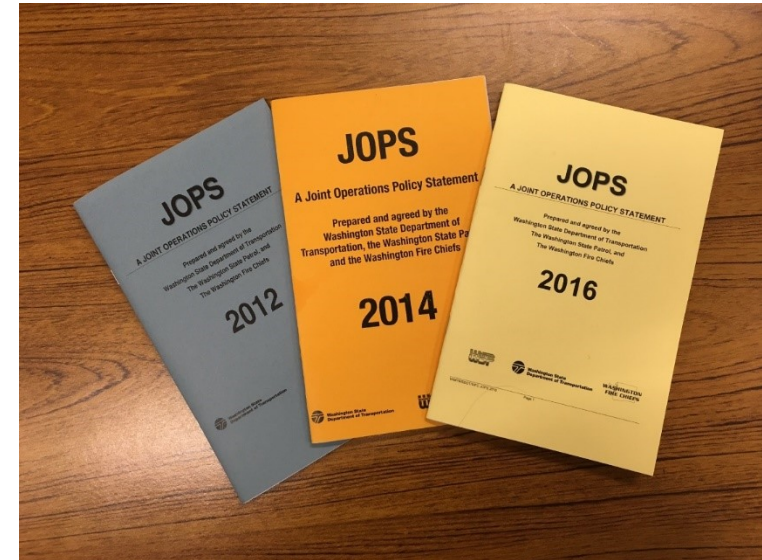


Table of Contents

1. INTRODUCTION
2. DATA SHARING AND PERFORMANCE REPORTING
3. COORDINATED PUBLIC COMMUNICATION
4. TRAFFIC INCIDENT MANAGEMENT (TIM)
5. SMARTER HIGHWAYS
6. ENFORCEMENT
7. DISASTER RESPONSE AND ROAD CLOSURE/RE-OPENING
COORDINATION
- 8. WINTER OPERATIONS**
9. WORK ZONE SAFETY
10. COMMERCIAL VEHICLE OPERATIONS (CVO)
11. FACILITIES
12. WIRELESS COMMUNICATIONS
13. TRANSPORTATION SYSTEM SECURITY (NON-FERRY)
14. FERRY OPERATIONS

JOPS Structure

Areas of Coordination

- Issue Background
- Objective
- Policy Statement
- Roles and Responsibilities for each agency
- Actions
- Measures of Performance/Reporting

Winter Operations Focus Area

Background: WSP and WSDOT agree that key maintenance actions, communications, signage, and enforcement are essential for providing safe motorist travel during the winter season.

Objective: Increase safety and mobility for motorists.

Policy: Each agency will respond to requests for service by the other in the interest of enhancing motorists' safety and mobility.

Winter Operations

Roles and Responsibilities:

- WSDOT Responsibilities: Provide winter maintenance actions needed keep the states roads open and safe.
 - **WSDOT Lead**: Director of Maintenance Operations
- WSP Responsibilities: Provide appropriate enforcement to help support winter operations.
 - **WSP Lead**: Field Operations Bureau Commander
- Joint Agency Responsibilities
 - Conduct joint regional/area “Winter Summit” meetings before each winter season to discuss and prepare updated tactical response plans.
 - Conduct joint “Winter Debrief” meetings in the spring to discuss challenges and opportunities from the past winter and develop action plans for the upcoming winter.

WSDOT RA’s, Maintenance Engineers, and WSP DCs and Lieutenants will be jointly responsible for organizing and conducting the summit meetings.

Winter Operations

Action: Host area specific meetings to discuss tactical deployments. Communicate with the public through joint press releases, Highway Advisory Radio (HAR), and Variable Message Sign (VMS) messaging. WSP Commercial Vehicle Division will issue press releases regarding chain enforcement for commercial vehicles and provide follow-up patrol on all mountain passes. Each WSDOT region will coordinate with its respective WSP District(s) to develop a priority response system for emergency operation during snow and ice incidents.

Measures of Performance/Reporting: Progress will be reported regionally during the “winter debrief” meetings. Incident specific debriefings will be encouraged at the local level to improve future tactics.

Overall statewide success and areas for improvement will be reported at the annual JOPS meeting.

Time Line: This policy will be in place when JOPS receives final approval by both agencies.

Find JOPS Document Here:

- <http://www.wsdot.wa.gov/Publications/Manuals/M3102.htm>
- Or go to WSDOT.wa.gov and search on *JOPS*
- Or go to Google and search on *Joint Operations Policy Statement*

QUESTIONS FOR BILL





WORKING TOGETHER TO DISPATCH AND PROVIDE AFTER-HOURS SERVICE IN MINNESOTA

John McClellan, Minnesota DOT

Blake Freeman, Minnesota State Patrol

Intros

John McClellan – Freeway Operations Supervisor

Blake Freeman – State Patrol Radio Dispatch Supervisor

A photograph of a modern, multi-story building with a prominent glass corner. In the foreground, there are pink flowers in a pot on the left and a blue metal railing. A person is walking on the sidewalk in front of the building. The sky is clear and blue.

Welcome to the Regional Transportation Management Center

RTMC Dispatch Floor



State Patrol 911/Dispatch



MNDOT Metro Maintenance Dispatch



MNDOT Freeway Ops



MN Background

- About ½ of State's population in Mpls/St Paul metro area
- MNDOT – 8 districts statewide
- MN State Patrol – 11 districts statewide
 - 2 Metro districts – East & West
 - Formerly 10 MSP dispatch centers – consolidated to 2 in 2013: RTMC & SRCC
- DOT/MSP districts have some rough commonality but do not line up exactly

RTMC MNDOT Functions

- **Maintenance Dispatch – Metro district only**
 - 24/7 staffing
 - Radio contact for field personnel
 - Phone contact for public & afterhours MNDOT
 - After TMC hours DMS roadwork operation
 - CARS entry for planned road work & weather
- **Freeway Operations (TMC) – Metro area only**
 - Mon-Fri 5am-9pm & limited weekend hours
 - Radio / dispatch for FIRST (FSP)
 - DMS signs, ramp meters, travel times, HOV/HOT

RTMC State Patrol Functions

- **Patrol Dispatch**
 - 4 “pods” – 2 Metro + 2 for outstate (NE & NW MN)
 - 24/7 PSAP – 911 cellular calls
 - Trooper dispatch for 8 districts (metro & north of)
- **MNDOT functions performed by MSP**
 - DMS control for metro incidents after TMC hours
 - DMS control north of metro area 24/7
 - Radio contact MNDOT crews outside metro
 - Phone contact for MNDOT afterhours outside metro
 - Entry of CARS/511 for weather conditions outside metro
 - **SRCC performs similar MNDOT work for south MN**

Why? Way back in 2000....

TOCC - Transportation Operations & Communications Center project

- **MNDOT provides space, computers & office upgrades for MSP to co-locate their regional dispatch/PSAP at MNDOT owned district offices**
- **In exchange, MSP provides after-hours phone, radio, 511, DMS activation**
- **In 2009 – concept informally expanded to Metro for afterhours lane control signal deployment for incidents; MNDOT provided PCs and connectivity to DMS software**

Challenges

- **Benefits of regional dispatch gone after MSP PSAP consolidation**
- **Dramatic increase in ITS deployments outside metro (cams, signs, and more coming)**
- **Consolidated DMS software & video server**
- **Need for training, familiarity, user accounts, etc. for ITS usage**
- **Expectations for ITS**
- **Differences in practices between districts (icy road signs)**

Future

- **Change level request in process to reallocate dollars for more DOT RTMC operations staff**
 - **Statewide & 24/7 TMC operation from RTMC**
 - **ITS & 511 & DOT radio & phone**
- **Co-location benefits have been very good for incident management!**

QUESTIONS FOR JOHN AND BLAKE





TEAMING UP TO MANAGE RURAL WINTER TRAVEL IN WYOMING

Captain Jason Green, Wyoming Highway Patrol

QUESTIONS FOR CAPT. GREEN AND DISCUSSION



Major Events Recap

- Events that will impact travel in nearby states
 - **Full closure** of all lanes in one or both directions longer than 2 hours
 - **Bridge or border closure**, or other significant delay
 - **Widespread hazardous condition** such as winter weather or flooding in progress
 - **Evacuation or other high-profile significant event** that impacts corridor traffic



Major Events Recap

- Wisconsin Statewide Traffic Operations Center
 - General: (404)227-2166, statewide.toc@dot.wi.gov
 - Control Room: (414)227-2142, stoc@dot.wi.gov
- Minnesota Regional Transportation Management Center
 - (651)634-5302
 - Request email upon contact
- Transportation Operations and Communications Center-Rochester
 - (507)285-7410
 - Request email upon contact
- South Dakota Operations
 - Jason Humphrey, (605)773-4391, jason.humphrey@state.sd.us
- Montana Transportation Management Center
 - (406)444-6050
 - Request email upon contact
- Wyoming Transportation Management Center
 - (307)777-4244
 - tmc@wyo.gov
- Idaho State Communications Center
 - (888)575-2666 or (208)846-7610
 - statecomm@dhw.idaho.gov (dispatch) or
 - chris.loffer@itd.idaho.gov (supervisor)
- Washington Spokane Regional Transportation Management Center
 - (509)343-6396
 - ersrtmc@wsdot.wa.gov

Username: operator Password: nwptravel

Major Events Recap

- (12/20, 4:17AM-7:52AM) WA I-90 **CLOSED** for **semi spin-out** at Easton
- (12/22, 2:00AM-4:33AM) WY I-90 WB **CLOSED** for **crash** near Sundance
- (12/25, 10:55AM-12/26, 11:11AM) WY I-90 **CLOSED** for winter conditions from Sheridan to Gillette
- (12/25, 5:30PM-12/27, 7:11AM) ND I-94 **CLOSED** for **winter conditions** through much of state
- (12/25, 5:37PM-12/26, 1:51PM) SD I-90 **CLOSED** for **winter conditions** throughout western SD

Major Events Recap

- (12/29, 7:32AM-12/318:02AM) **NO TRAVEL ADVISORY** for **winter conditions** throughout much of ND
- (1/1, 6:55PM-1/2, 10:36AM) WA I-90 **CLOSED** for **poor visibility** from Kittitas to Vantage
- (1/2, 4:07PM-1/3, 11:22AM) **NO TRAVEL ADVISORY** for **winter conditions** throughout much of ND

Major Events Recap

- (1/7, 2:23PM-8:13PM) WA I-90 EB CLOSED for **crashes** from North Bend to Elk Heights
- (1/7, 12:58AM-12:12PM) WY I-90 **Amber Alert**
- (1/11, 7:37AM-11:36AM) WY I-90 **CLOSED** for **police activity** near Gillette
- (1/12, 6:12AM-1:32PM) **NO TRAVEL ADVISORY** for **winter conditions** throughout northern ND
- (1/17, 7:13PM-1/18 ???) WA I-90 **CLOSED** for **winter conditions** near Ellensburg

- **Contacts for more information**
 - Bill Legg, Washington State DOT
 - leggb@wsdot.wa.gov, 360-705-7994
 - John McClellan, Minnesota DOT
 - john.mcclellan@state.mn.us, 651-234-7025
 - Blake Freeman, Minnesota State Patrol
 - blake.freeman@state.mn.us, 651-757-1984
 - Capt. Jason Green, Wyoming Highway Patrol
 - jason.green@wyo.gov, 307-674-2317

www.nwpassage.info