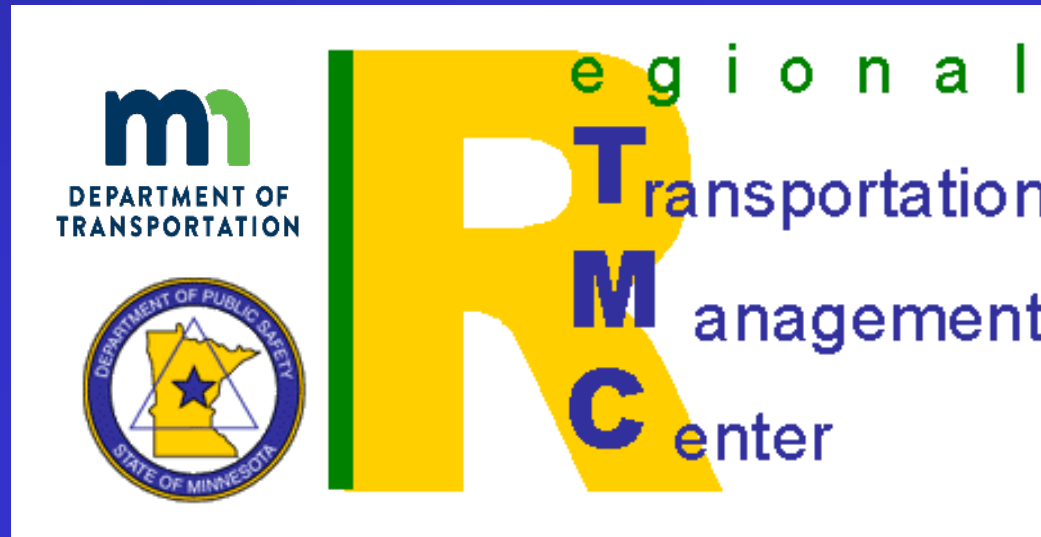
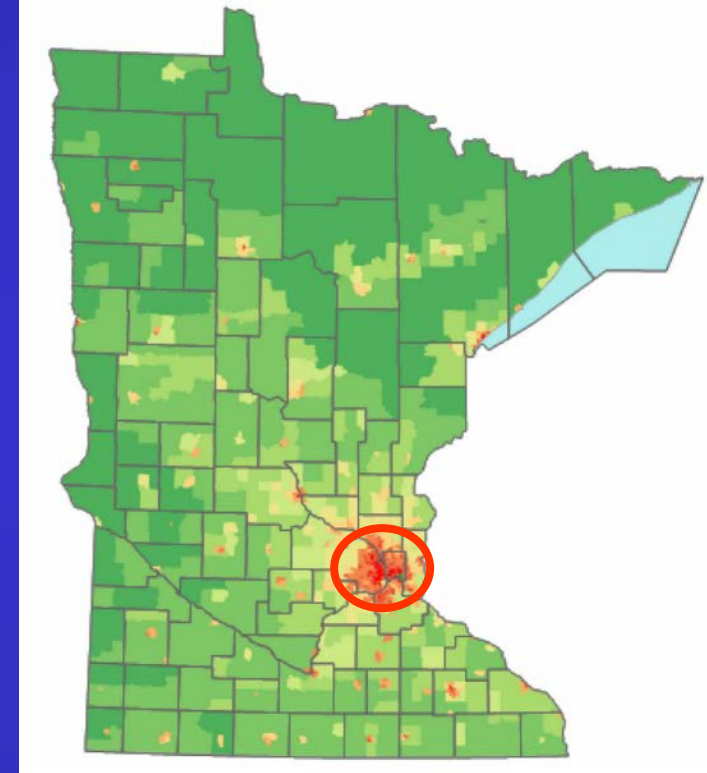


MN DOT & State Patrol Simultaneous Incident Response

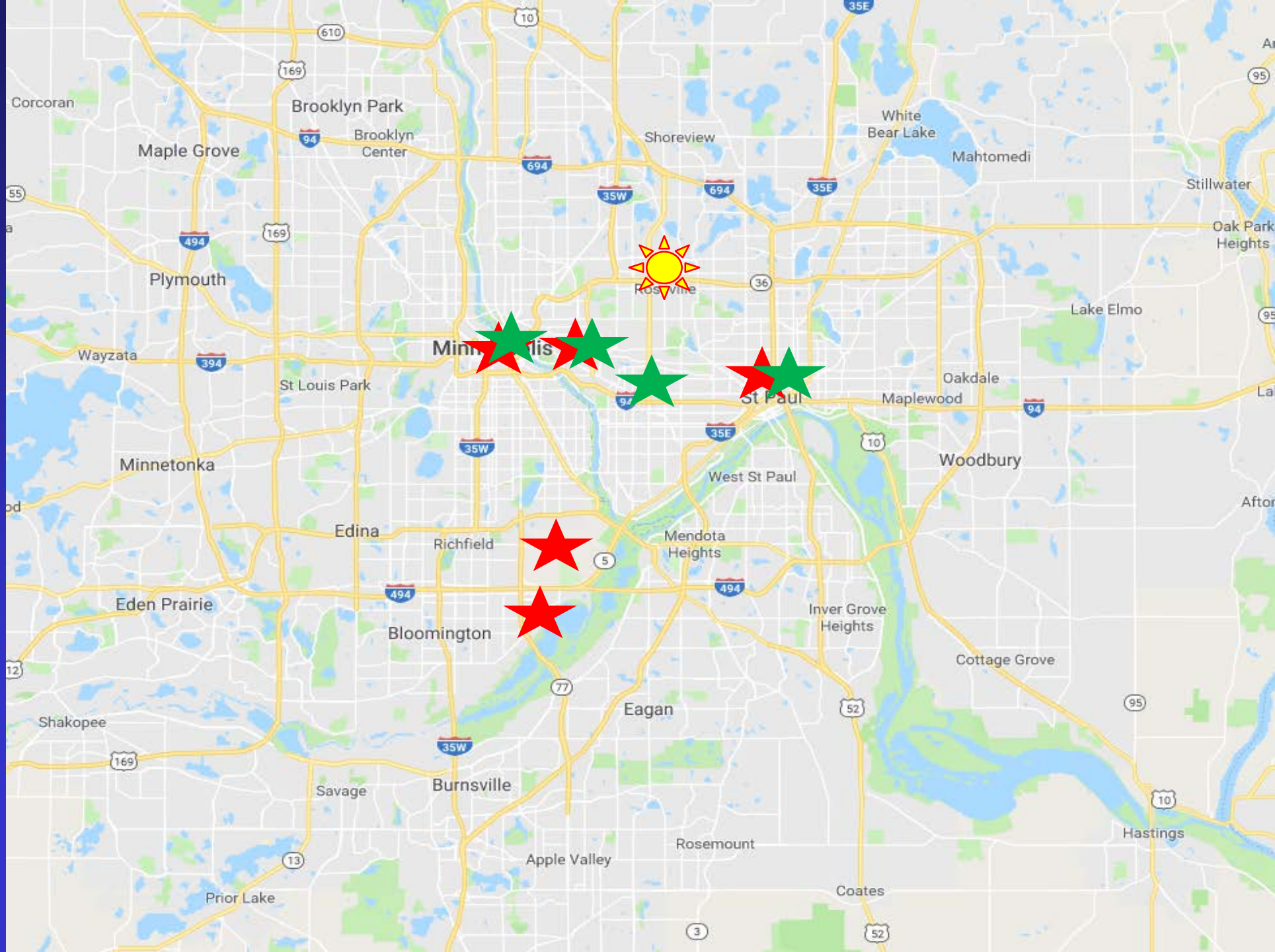


John McClellan
Freeway Operations Supervisor
MNDOT Regional Transportation Management Center (RTMC)

- **MN population 5.6 million**
 - **Over 1/2 of state's population within 30 mile radius of Minneapolis or St Paul downtowns.**
- **TMC historically focused on Metro area & commuter traffic**
 - **Expansion to take on more statewide role began this summer, is on-going.**



Credit – Wikipedia.org



Regional Transportation Management Center (RTMC)

Joint dispatch facility:

- DPS State Patrol Dispatch**
- MNDOT Metro Maintenance Dispatch**
- MNDOT Freeway Operations (TMC)**

Total building size: 53,000 square feet

- Dispatch area: 10,000 square feet.**

Built in 2000-2003 on MNDOT owned property.



RTMC Dispatch Floor



State Patrol 911/Dispatch



MNDOT Metro Maintenance Dispatch



MNDOT Freeway Ops



Apples to apples - equipment

Metro TMC system

- **550 miles of fiber**
- **800 Metro cameras**
- **200+ DMS boards**
- **HOV / HOT operation**
- **450 ramp meters (traffic adaptive)**
- **6500 loops & Wavetronix.**
- **FMS software (IRIS) developed by TMC staff (open source GPL)**

Apples to apples - staffing

- **TMC Dispatch staff**
 - 8 FT employees.
 - 2 shifts of 4 M-F, 1 on weekend
- **FIRST**
 - 20 employees, 2 shifts of 8 to 10 drivers.
- **State Patrol**
 - About 160 Troopers assigned Metro.
 - Ratio of 1 : 22,500

All state employees

Each group has specific job classes:

- “Highway Helper” (FIRST)
- “Radio Communications Operator” (Patrol)
- “Transportation Communications Operator” (Maintenance)

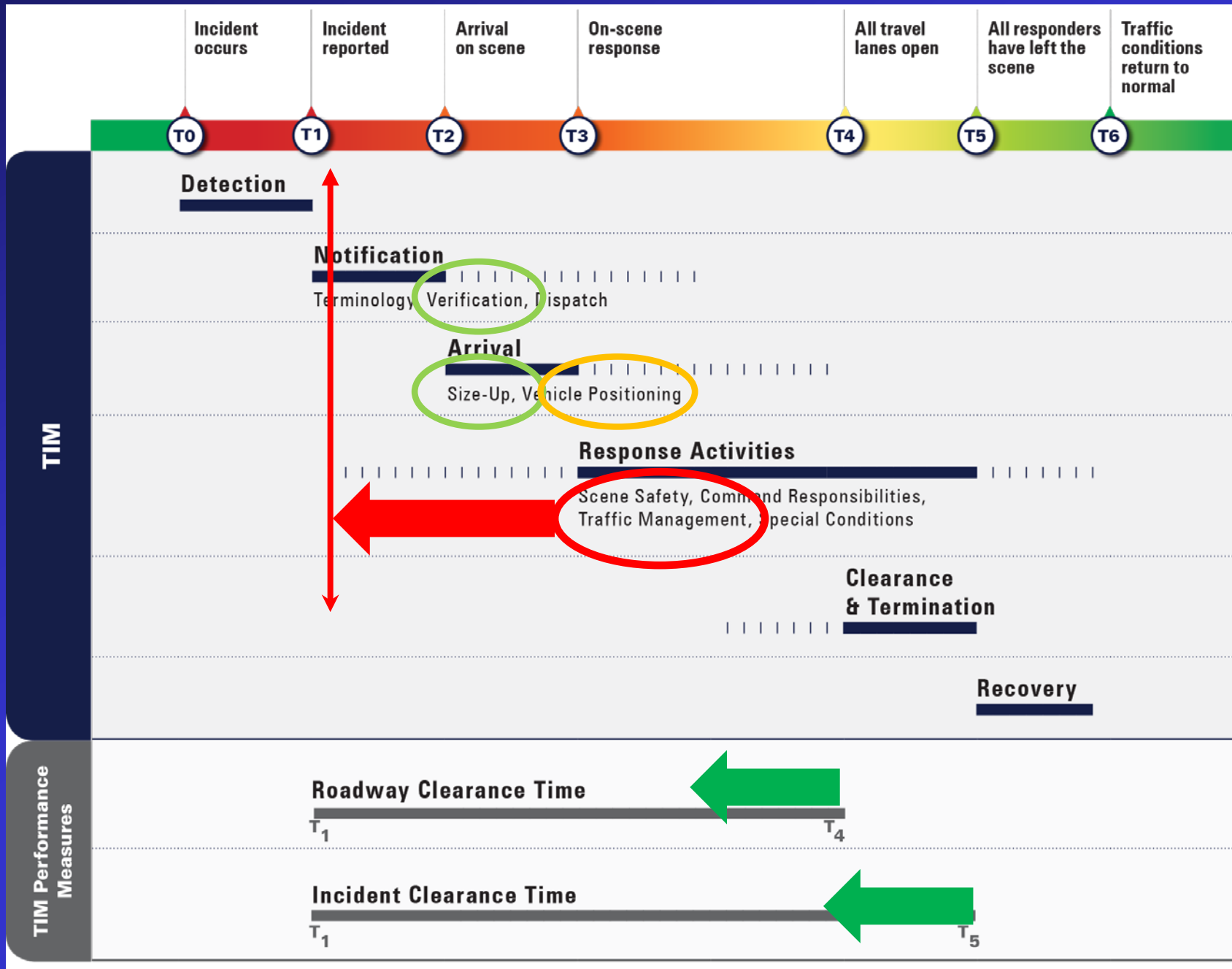
- “Transportation Program Specialist 1 & 2” (TMC) (MAPE)

TMC's Goal – Awareness of EVERY incident on Metro Freeways

Every incident – Pin down on camera within **20 seconds of dispatch and begin triage.**

- **Send FIRST (MNDOT FSP)**
- **Deploy overhead signs**
- **Call SP to correct location**
- **Traffic reporter contacts**
- **Coordinate with Maintenance Dispatch.**
- **Or just keep an eye on it...**





TMC notification sources

- Patrol dispatch radio
- Patrol CAD
- Patrol's traffic camera usage
- Overhear them on 911 call
- Scanners
- Overall source (2015 = 66,500 total):
 - 70% via Patrol 911 call (CAD)
 - 20% by FIRST on patrol
 - 10% found on camera or scanners



Freeway Incident Response Safety Team (F.I.R.S.T.) Dispatch



¾ ton pickups



Sharing is caring...

- **Cameras - All dispatchers on floor have access**
- **CAD – TMC / FIRST use Patrol's CAD for records management. Mix of Patrol created events & TMC/ FIRST events.**
- **Radios - Statewide P25 radio system**
 - TMC & FIRST monitors Patrol mains
 - Some Troopers monitor FIRST
 - FIRST will use Patrol main for custody tows
- **Phones – ring downs between groups.**
- **DMS - Afterhours responsibility goes to Patrol & Maintenance Dispatches**



Key dates

- 1996+ – RTMC planning
- 1998-2001 – TOCC agreement between DOT & DPS
- **1998 -2002** – Installing arrow boards on **FIRST** trucks
- 2003 – Move to RTMC
- 2004+ -- Conversion to **ARMER** regional radio
- 2008 – CAD integration with TMC
- 2012/13 – Patrol dispatch statewide consolidation
- 2018 – Updated MNDOT/DPS service agreement signed
- 2018 – TMC staff expansion

Day to Day Benefits

- **Absolutely!**
 - Signs up for early warning
 - Verified location = quicker response
 - Cancelling response for things that drive off
 - Clearing crashes & debris off ROW
 - Overheat vs. car fire, starting salt for real fires, calling tows when obvious...
 - A cost benefit ratio of....

Unknown ☹

- Snapshot secondary crash analysis = 4%
- “Dramatic crashes” – average clear time around 30 mins



Major event coordination

- 2007 - 35W bridge collapse
- 2008 - Republican National Convention
- 2011 - 35W gas main explosion
- 2016 & 2017 – Black Lives Matter protests
- 2018 - Super Bowl 52



Challenges in creating

- **Years of hard work – individual & management level**
 - **Internal with Maintenance**
 - **External with Patrol**

On going challenges

- **Maintaining the relationship**
- **Budget & Politics**



On Going Challenges

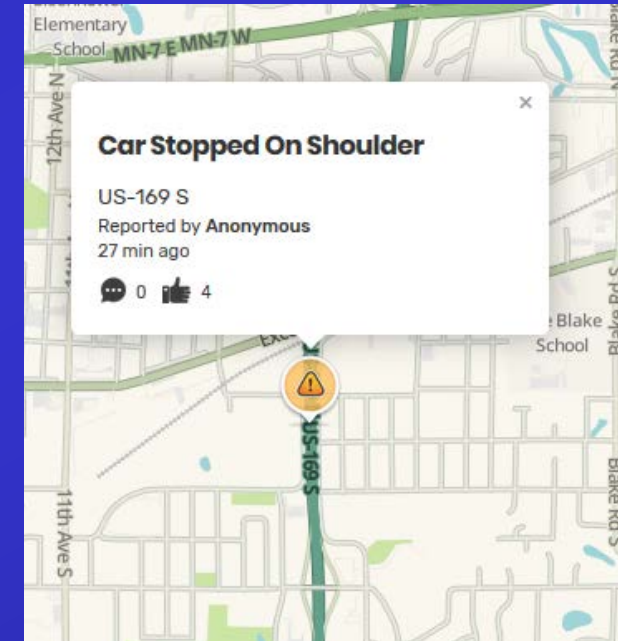
Getting other responders involved:

- It's a big deal to us... but for others?
- Precise locations & details
- Sharing traffic video

Future Challenges

Getting the data in:

- Locals PSAPS taking freeway 911 calls
- Local PD encrypting mains
- Calls going to WAZE instead of 911
- Adding statewide responsibilities
- **Connected vehicles**



Thank you!

John McClellan
Freeway Operations Supervisor
MN DOT RTMC

– **651-234-7025**

– John.mcclellan@state.mn.us