



Prototype Freeway Corridor Incident Management Report



**Delaware Valley
Regional Planning
Commission**



December 2000



**INSTITUTIONAL COORDINATION OF
INTELLIGENT TRANSPORTATION SYSTEMS
(ITS)
IN THE DELAWARE VALLEY**

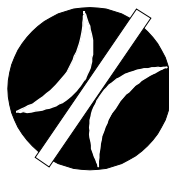
**PROTOTYPE FREEWAY CORRIDOR
INCIDENT MANAGEMENT REPORT
*I-76/I-476 CROSSROADS***



DELAWARE VALLEY REGIONAL PLANNING COMMISSION
The Bourse Building
111 South Independence Mall East
Philadelphia, PA 19106

December 2000

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The preparation of this document was funded by grants from the Federal Highway Administration and the Pennsylvania Department of Transportation. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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I. INTRODUCTION

What is Incident Management?

Highway congestion is an everyday occurrence in all urban areas in the United States. It is a source of frustration and anxiety for millions of drivers and is categorized as recurring and non-recurring. Recurring congestion is predictable delay caused by the high volumes of vehicles using the highway. This typically occurs during the AM and PM rush hours. Non-recurring congestion is unpredictable delay caused by disruptions to the traffic flow. These disruptions or incidents refer to any event on the roadway that degrades safety and slows traffic, such as disabled vehicles, crashes, debris, maintenance activities, adverse weather conditions and special events. According to the Texas Transportation Institute, incident related delay accounts for almost 60 percent of total delay in the 50 largest US metropolitan areas.

Incident management (IM) provides solutions to non-recurring congestion problems through planned activities designed to reduce the impacts of incidents on traffic. IM is the process of managing multi-agency, multi-jurisdictional responses to highway traffic disruptions. The current practice recognizes IM as a seven-step process:

1) Incident detection - the determination that an incident has occurred. Detection methods include wireless phone calls from motorists, highway call boxes, automated detection systems, closed circuit television (CCTV) cameras, aerial surveillance and service patrols. Detection initiates verification and response activities.

2) Incident verification - the determination of the precise location and nature of the incident. Accurate and detailed information enables authorities to dispatch the most appropriate personnel and resources to the scene. Verification methods include in-person verification by dispatched personnel, accumulated information from wireless phone calls and CCTV cameras.

3) Incident response - the activation of a planned strategy for the safe and rapid deployment of the most appropriate personnel and resources to the scene.

4) Incident site management - the management of resources to remove the incident and reduce the impact on traffic flow. It involves coordination of activities by various responding agency personnel - typically using the Incident Command

System (ICM) - and provides for safety and security at the scene.

5) Traffic management - the management of resources to reduce the impact on traffic flow. It includes the communication of information not only among the responding agencies but also the traveling public. Methods include the on-site control and directing of traffic by police personnel using cones or barriers, as well as off-site information dissemination using variable message signs, highway advisory radio, broadcast traffic reports, etc.

6) Incident clearance - the safe and timely removal of any disabled vehicles, wreckage, debris, or spilled material from the roadway. This step, a multi-agency process, is typically the most time consuming in the IM process.

7) Recovery - the restoration of the roadway to its full capacity and the return to stable traffic flow.

Purpose of This Document

This document presents the activities and the accomplishments of the I-76/I-476 Crossroads Incident Management Prototype Task Force. The Task Force was formed to foster interaction between organizations which are involved in responding to incidents in the I-76/I-476 crossroads area and identify issues or needs that effect their IM process. As a prototype, the activities and the accomplishments of this group were evaluated to determine if it is possible or beneficial to implement this type of forum in other freeway corridors.

The establishment of a prototype corridor-level Incident Management Task Force is one component of a larger effort to develop a framework for the institutional coordination of Intelligent Transportation Systems (ITS) in the Delaware Valley. The Delaware Valley Regional Planning Commission (DVRPC) has been requested by the Pennsylvania Department of Transportation (PennDOT) to develop this framework. Realizing the importance of incident management on congestion reduction and understanding the relationship between ITS and incident management, PennDOT specifically requested that the development of a prototype incident management task force be included in the overall ITS effort being undertaken by DVRPC. The I-76/I-476 crossroads area has been selected as the prototype corridor. The study area is displayed on Figure 1.

Study Area

- **Fire Department**
 - 1 King of Prussia Fire Co.
 - 2 Swedeland Fire Co.
 - 3 Lafayette Ambulance Squad
 - 4 George Clay Fire Co.
 - 5 Plymouth Fire Co.
 - 6 Harmonville Fire Co.
 - 7 Radnor Fire Co.
 - 8 Belmont Hills Fire Co.
 - 9 Penn Wynne-Overbrook Fire Co.
 - 10 Washington Fire Co. #1
 - 11 Conshohocken Fire Co. #2
- **Police Department**
 - A Radnor Township
 - B West Conshohocken Boro.
 - C Conshohocken Boro.
 - D Plymouth Township
 - E Upper Merion Township
 - F Lower Merion TownshipSP PA State Police – Belmont
- ▲ **PennDOT**
 - MF Maintenance Center (main facility)
 - 12 Stockpile / storage area #12
 - 5 Stockpile / storage area #5
 - 11 Stockpile / storage area #11
- **Other**
 - PA Turnpike Commission
 - Maintenance Facility



DVRPC and Penn DOT reviewed corridors around the region and selected the I-76/I-476 area as the prototype for the following reasons:

1. A significant number of incidents occur in this study area within any given time period;
2. This area experiences some of the highest traffic volumes in the region on a daily basis;
3. Because of the high traffic volumes and the location at the interchange of two of the region's busiest expressways, when an incident does occur, it has significant impacts on both the local and regional transportation system;
4. A survey of regional organizations and municipalities, conducted as part of the overall ITS deployment effort, indicated that organizations in this study area expressed a very high interest in cooperating with this type of effort.

Institutional Coordination of ITS in the Delaware Valley

PennDOT requested that DVRPC develop a framework for institutional coordination of ITS in the region. DVRPC employed a three-tier approach to accomplish this task. First, an ITS Coordinating Council was established at the executive level to develop goals and objectives as well as set policy to efficiently deploy ITS equipment and programs in the region. Secondly, a Technical Task Force was established to a) identify operating agencies and users of the transportation system who need to know about travel conditions and incidents; b) identify information flows between agencies; c) define agency coordination procedures; and, d) recommend methods to improve communication among agencies. Lastly, the project has established a prototype incident management task force along one freeway corridor for the purpose of improving communication and cooperation among local agencies who respond to incidents. This framework can now be used to develop the regional ITS architecture.

Contact List

An initial activity of this Task Force was the development and distribution of an organization contact list. The list identifies all the IM stakeholders in the study area and provides contact information for sharing information or requesting assistance. The original document contained each organization's address as well as the phone and fax numbers of the primary contact person. This is an evolving document which is periodically updated. The most recent version, found in Appendix A, has been modified to include e-mail address, cell phone and pager numbers where appropriate. The list also identifies the preferred contact method for each organization's primary point of contact.

Task Force Membership

The Task Force is composed of local police, fire and emergency medical services (EMS) groups, State Police, PennDOT and other appropriate emergency responders as well as applicable regional agencies. The following organizations were invited to be members of the Task Force:

- Conshohocken Boro. Police Department
 - Conshohocken Boro. Fire Marshall
 - Conshohocken Fire Company
 - Lower Merion Township Police Department
 - Belmont Hills Fire Company
 - Penn Wynne-Overbrook Fire Company
 - Plymouth Township Police Department
 - Plymouth Fire Company
 - Harmonville Fire Company
 - Radnor Township Police Department
 - Radnor Fire Company
 - Upper Merion Township Police Department
 - Upper Merion Township Fire Marshall
 - King of Prussia Fire Company
 - Swedeland Fire Company
 - Lafayette Ambulance Squad
 - West Conshohocken Borough Police Department
 - George Clay Fire Company
 - Delaware County Emergency Communications
 - Montgomery County Emergency Management Services
 - Montgomery County Office of Emergency Preparedness
 - Montgomery County Planning Commission
 - Pennsylvania Department of Environmental Protection
 - Pennsylvania Department of Transportation District 6 - Traffic Control Center
 - Pennsylvania Department of Transportation District 6 - Traffic Unit
 - Pennsylvania Department of Transportation District 6 - Maintenance
 - Pennsylvania Department of Transportation District 6 - Project Management
 - Pennsylvania Department of Transportation Central Office - Program Center
 - Pennsylvania Department of Transportation Central Office - ITS Congestion Management
 - Pennsylvania State Police - Troop K
 - Pennsylvania State Police - Troop T
-

- Pennsylvania Turnpike Commission
- Pennsylvania Towing Association
- Greater Valley Forge Transportation Management Association
- Federal Highway Administration - Philadelphia Metropolitan Office
- Delaware Valley Regional Planning Commission

II. ISSUES AND SOLUTIONS

One of the main functions of the Task Force is to bring the members together to discuss any problems or issues that they may have concerning incident management in the region, providing them with a forum where they can build relationships with each other. The meetings represent a more casual atmosphere than those encounters that may occur when responding to an incident. For each of the meetings, members of the task force were invited to attend and encouraged to participate. DVRPC was responsible for developing an agenda for each meeting. (Refer to Appendix B for copies of the meeting agendas and highlights) Excluding the initial meeting, where the agenda was solely prepared by DVRPC, most of the agenda items were topics raised by task force members at previous meetings. At the subsequent meeting, the organizations relevant to the agenda items were invited to provide additional information to the task force. The following is a list of topics raised by the task force and where appropriate, some workable solutions developed to address these issues.

Duplicate Milepost Numbers on I-476 (Blue Route and NE Extension)

One of the first issues brought up by the Task Force was that some milepost numbers on I-476 were repeated. When I-476 (Blue Route) was opened to traffic in 1990, the mileposts began at zero at its southernmost interchange with I-95 and increased to twenty at its northern terminus at the Mid-County Interchange of the Pennsylvania Turnpike. At this point, the Pennsylvania Turnpike's Northeast Extension (at that time designated PA 9) continued north from the main line of the Pennsylvania Turnpike. The Northeast Extension's mileposts began here at zero and increased consecutively until its northern end at the Clark Summit exit. In 1996, PA 9 was redesignated I-476, but the mileposts were not changed, resulting in duplicate mileposts 0 to 20 on I-476. The only difference between the Blue Route's markers and the Northeast Extension's markers was that the turnpike mile numbers were followed by the letter A.

This duplication caused confusion for emergency responders. When motorists called in an emergency, they occasionally did not know precisely where they were and did not provide totally clear information. For example, if a motorist is on the Northeast Extension and reports that they are on I-476 at milepost number 10 and neglects to report the letter A, then emergency personnel may be dispatched to a site on the Blue Route in Delaware County, instead of near the Landsdale exit along the Turnpike. This confusion may produce a delay of up to 20 - 30 minutes while trying to respond to the scene of an incident.

To remedy this situation, the Pennsylvania Turnpike Commission (PTC) renumbered the mile markers on the Northeast Extension to increase consecutively from the mile markers on the Blue Route. Today, the milepost numbers at on the Northeast Extension no longer begin at mile 1 near the Mid-County interchange. Instead, the new mile markers begin where the Blue Route milepost ends (approximately 20). The updated milepost still have the letter A attached to the mile number (ex 21A, 22A, 23A). Each of the 1/10 mile markers along the Turnpike has also been updated and designated with the new numbers.

Renumbering of Pennsylvania Turnpike Interchanges

The Pennsylvania Turnpike Commission has announced plans to phase out the sequential interchange numbers (No. 1 on the Ohio border to No. 30, 359 miles away at the Delaware River Bridge) in favor of designations that correspond to the milepost numbers. The move reflects a national trend, whereas, milepost numbers, unlike sequential numbers, let drivers know where they are, which helps in planning travel times and routing emergency vehicles. Initially, the new signs will show both the old exit numbers and the new ones. For example, the Valley Forge exit, known since the mid-1950s as Exit 24, will become Exit 24/326. In about two years, when the old numbers are dropped altogether, it will become Exit 326.

The Turnpike Commission also plans to renumber each interchange along the Northeast Extension. Exit 39, the northernmost interchange, will become Exit 39/131. The one unique exit in Pennsylvania will be the Mid-County interchange, now Exit 25A, which links the east-west turnpike with I-476 (the Northeast Extension and the Blue Route). This interchange will become Exit 25A/20, with the 20 indicating the mileage from I-476's interchange with I-95 in Ridley Township.

Detour Routes on Local Roads (Penn DOT Detour Books)

Occasionally, major incidents occur on the limited access highways that force the closure of the roadway while the incident is being cleared or investigated. When this occurs, motorists are detoured onto local roads to go around the incident and find their way back onto the highway. These detour routes are often inadequately signed.

Currently, PennDOT is involved in a statewide initiative to develop and update Emergency Detour Routes Books for each county. The detour books focus only on the major highways and identify a detour route for every highway segment that may potentially be closed. The current book covering the study area was initially developed in 1994. Since 1994, PennDOT has been working

with the municipalities and police departments to update and improve the book. Additional revisions will include updates to the maps, distribution list and contact names.

The major issue regarding these detour books is that they are designed for long term incidents that have an expected duration of greater than six hour closure of the highway. For shorter term incidents less than six hours, local police departments are responsible for managing the intersections and directing traffic along the detour route. However, many municipalities do not have the personnel or resources to do this, and currently there are no permanent detour signs along any alternate routes. PennDOT Maintenance crews have portable directional signs that may be placed along routes to direct travelers, but because of the time it takes to deploy them, they are only useful for long term incidents. Most incidents that require a closure of the highway are shorter in nature, and by the time the temporary signs are in place, the incident is over and the highway has been reopened.

Possible solutions to these problems discussed by the Task Force include: placing permanent trailblazer signs along primary detour routes and creating a centralized location where the portable directional signs and detour equipment may be stored. If local police and fire departments had direct access to this equipment, then deployment time could be much quicker. However, many liability issues were raised about this solution including responsibility for maintenance and replacement of the stored equipment.

Pennsylvania Turnpike "Plan-X" and Rerouting Directions at Toll Plazas

The interchanges along the Pennsylvania Turnpike tend to be farther apart than along both I-76 and the I-476. Motorists can get stranded between exits when an incident occurs that causes the Turnpike to be shut down for several hours. One procedure that the Pennsylvania Turnpike Commission occasionally uses to address this issue is their "Plan-X Detour Route." There are various access points along the length of the Turnpike for use by turnpike maintenance crews and the Pennsylvania State Police. They are located between the regular exits and do not have toll plazas. In situations where incidents occur that result in significant delays for extended periods, the Turnpike Commission may open these gates to allow motorists to exit the highway. Tolls are not collected, although turnpike personnel collect the toll tickets. Although the motorists are freed from sitting in congestion on the highway, the Turnpike Commission makes no provision for providing directions or establishing a detour route back to the next available interchange.

Unfortunately, there have been instances when the local municipalities were not consulted before

the "Plan-X" was put into effect. Since the "Plan-X" causes a surge of traffic on the local street system and requires local assistance to manage and direct the traffic back to the next interchange, it is not always the first option for the Turnpike Commission. Besides the significant traffic impacts on the local streets, there is the issue of lost toll revenue. Traffic may also be diverted off at an regular exit upstream of the incident location. During this process, toll booth attendants pass out alternate route directions to motorists as they pay their tolls. In the future, another possible solution is to divert traffic at the new slip ramps that are planned at selected locations.

The Task Force requested that Turnpike personnel provide a description of the "Plan-X" at a future meeting. Turnpike personnel gave a full explanation of how the "Plan-X" works at the next meeting. After this discussion, the Turnpike staff agreed to better coordination with the local municipalities before the "Plan-X" is put into effect.

I-76/I-476 Interchange Ramp Designations

Another important issue for the stakeholders in this region concerns responding to incidents at the I-76/I-476 interchange. This particular interchange has 13 different on or off ramps and the organization that is responsible for responding to a specific incident may change depending upon the ramp on which the incident has occurred. If a motorist calls for assistance, they may not know exactly which ramp they are on or in which direction they are traveling. Motorists have been known to identify their location by describing a traffic sign that is located a distance from their current position. This may cause emergency service responders to be deployed to the wrong location, creating delays up 20-30 minutes while they search different on/off ramps for the vehicle. There have even been instances where dual dispatching has taken place and two separate units have responded to each location. There have also been instances where the responder can see the incident but because of the ramp configuration, they could not get there without making several passes through the interchange.

In response to these concerns, PennDOT has developed a plan to improve this situation by identifying each ramp of the I-76/I-476 interchange. Signs, the approximate size and shape of milepost markers, have been installed on each ramp. The ramps have been assigned a number corresponding to the exit number and a letter designating the specific ramp. For instance, along I-476, this interchange is Exit Six, therefore all of the ramp designation signs will begin with a 6, followed by a corresponding letter, i.e., 6A, 6B, 6C, 6D, etc. Figures 2 and 3 provide examples of the signs and their location along the ramps. It is PennDOT's intent to use this interchange as a pilot

Figure 2 - Ramp Designation Sign



project. After several months, they will re-evaluate the system and make any necessary improvements, after which they will be prepared to implement this system at selected other interchanges. Before implementation of this plan, PennDOT was interested in getting feedback and suggestions from the Task Force participants to enhance this plan. The initial proposal was distributed to each stakeholder in this corridor and presented at several Task Force meetings. Accordingly, some minor changes to the plan were added, such as including I-76, Interchange 29 ramps to the project. Once all the changes were complete, PennDOT installed the ramp designation signs and a map of the interchange (Figure 4) was developed by Greater Valley Forge Transportation Management Association and DVRPC.

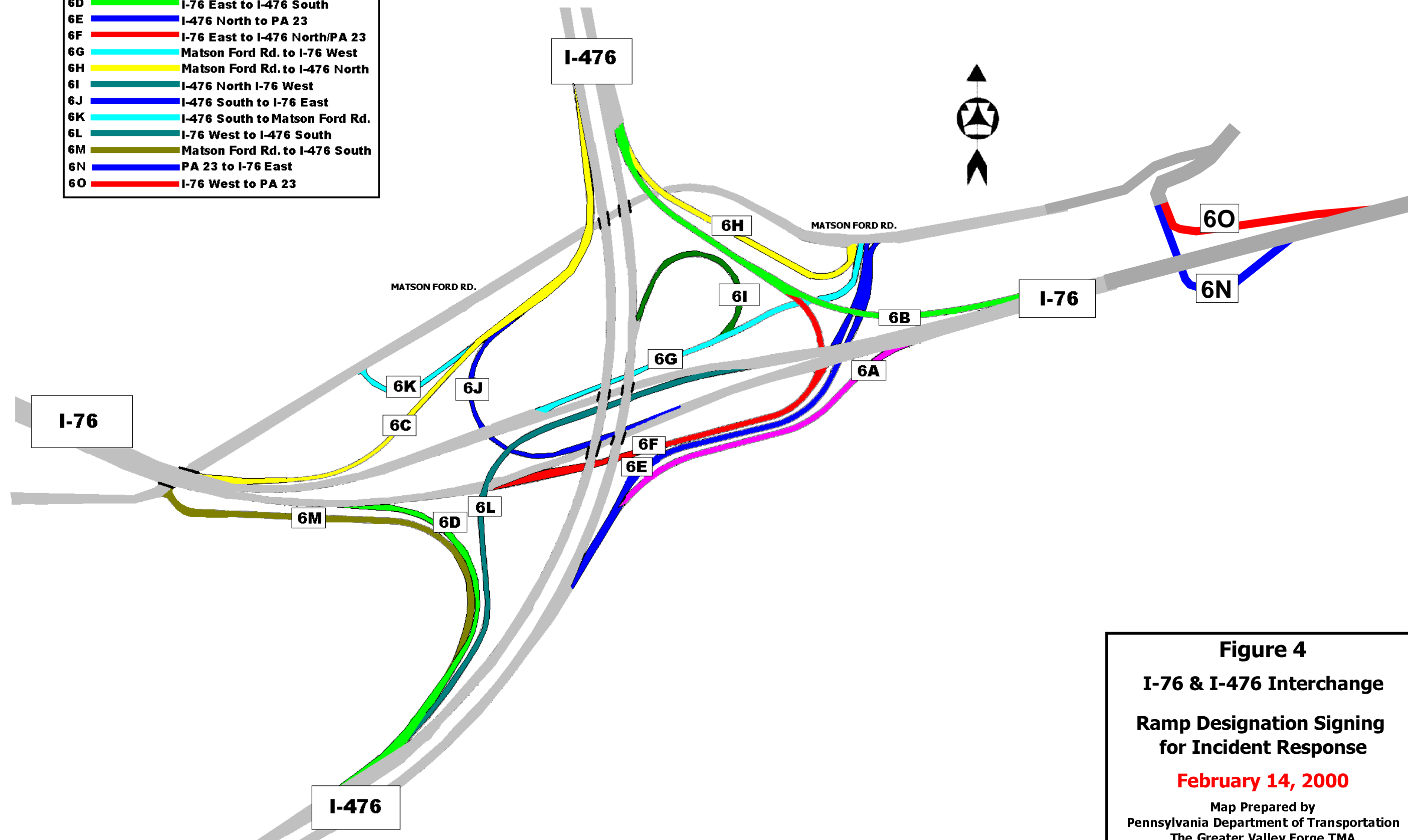
Figure 3 - Ramp Designation Sign

This map was distributed by DVRPC to all the stakeholders including the 911 centers. The initial markers were installed with white characters on a blue background, however, the paint started peeling off the markers and they were replaced by new markers that are green and white. There are still some concerns over the amount of signs on each of the ramps and their spacing. This project is still in the evaluation stage, but preliminary indications are that the signs have been aiding both motorists and 911 dispatchers in locating the incidents and directing the appropriate emergency service to the site.

Noise Wall Access

The proliferation of noise walls along the region's highways can sometimes become a mixed

- 6A I-476 North to I-76 East
- 6B I-76 West to I-476 North
- 6C I-476 South to I-76 West
- 6D I-76 East to I-476 South
- 6E I-476 North to PA 23
- 6F I-76 East to I-476 North/PA 23
- 6G Matson Ford Rd. to I-76 West
- 6H Matson Ford Rd. to I-476 North
- 6I I-476 North I-76 West
- 6J I-476 South to I-76 East
- 6K I-476 South to Matson Ford Rd.
- 6L I-76 West to I-476 South
- 6M Matson Ford Rd. to I-476 South
- 6N PA 23 to I-76 East
- 6O I-76 West to PA 23



Schematic Not Drawn To Scale

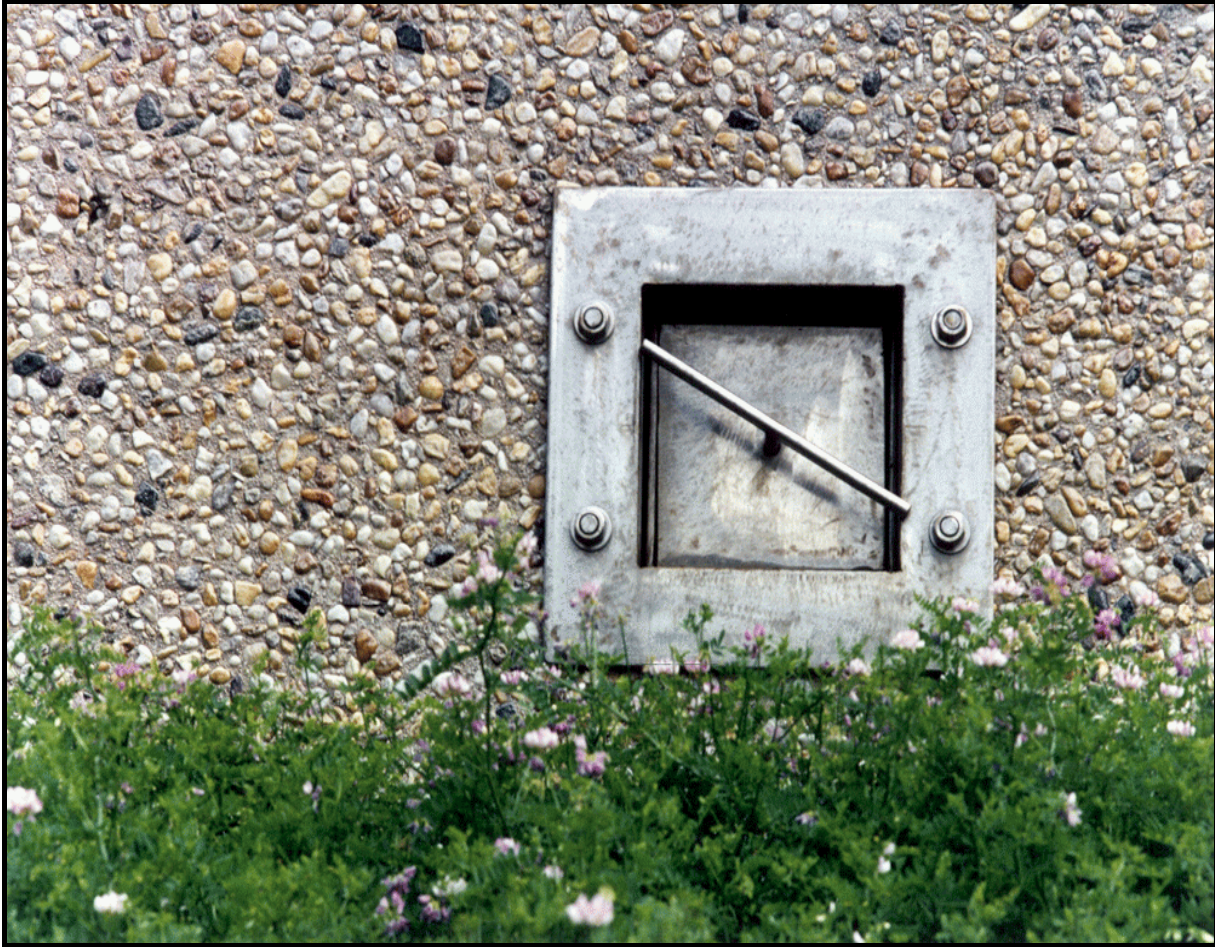
Figure 4
I-76 & I-476 Interchange
Ramp Designation Signing
for Incident Response
February 14, 2000
 Map Prepared by
 Pennsylvania Department of Transportation
 The Greater Valley Forge TMA
 Delaware Valley Regional Planning Commission

blessing. Although the walls provide benefits to residents and businesses located adjacent to the highway by buffering the noise generated by passing vehicles, they can also create lengthy stretches of areas with no access to the highway. Generally, this is a benefit as it prevents pedestrians or animals from entering the roadway but it also limits access for emergency personnel. During some incidents, traffic congestion behind the accident scene delays the arrival of emergency service providers. Noise walls can present a barrier for emergency responders since they are forced to access the scene by using the congested highway. Access to an incident scene from an adjacent surface street, parking lot or vacant field allows emergency responders to avoid the congestion on the highway and may decrease response time.

Noise walls were incorporated into the construction of I-476 and can be found along most sections of that highway. Within some of the sections, openings currently exist, however, they are only large enough for fire hoses to fit through. Figure 5 presents a picture of an existing noise wall opening along I-476. Unfortunately, they are too small to pass equipment or personnel through.

PennDOT informed the Task Force that they currently have plans to construct several new noise walls within this study area. As part of the US 202 Section 400 Project, noise walls are scheduled to be installed along I-76 between Croton Road and Weadley Road in Upper Merion Township. Initially, the task force members from Upper Merion Township were unaware of PennDOT's plans for the new walls and requested more information. DVRPC staff obtained more information and they forwarded it Upper Merion Township. Through this information sharing, Upper Merion Township and PennDOT were able to work together toward a solution of this issue. Instead of small openings, Task Force members indicated that "person doors" are needed to allow for personnel or equipment to pass through the walls. The township placed a request that four of these doors be included in the design of these walls. PennDOT agreed to accommodate the township's request and, in cooperation with the township, chose four locations to install these doors. The sites are at the Timber Circle cul-de-sac, Old Weatley Road, King of Prussia Road and Outpost Circle.

Two additional noise wall projects are planned for I-476. The first project is located along the northbound side from milepost 17.4 to 17.9 in Montgomery County. The second project will construct walls along the southbound side from milepost 10.76 to 11.0 and from 11.7 to 12.2 in Delaware County. Both projects are areas where there are gaps between the existing noise walls. Penn DOT's project manager was invited to the next meeting and provided details about the project. These walls are early in the design stage and again PennDOT has indicated a willingness

Figure 5 - Noise Wall Opening

to work with the local municipalities to identify locations for access doors. The municipalities indicated that they will make a formal request to PennDOT to start this process. Additional issues concerning the noise walls and the person doors are expected to be worked out in the final design phase of the projects. These include the ability to identify the location of the door with the street names or facility that is adjacent to it on the other side of the wall. It was also suggested, that for security purposes, each door should be locked with the universal Knox Box security system.

Post Incident Response Evaluations

Since this study area contains two of the region's most important highways and experiences some of the highest traffic volumes in the region, incidents that occur here create significant hours of delay and have a wide reaching effect on travel patterns in the region. Recently this area has

experienced several major incidents that have caused gridlock through the area. Many of these accidents have generated a considerable amount of media attention, which has then carried over to the political arena. The political community would now like to examine the incident management process. Recently, officials from both the Federal Highway Administration and PennDOT have asked for post incident evaluation of certain accidents along I-76.

One technique to examine particular incidents is to perform a Post Incident Response Evaluation (PIRE), a process of institutional analysis to suggest improvements in agency response techniques and equipment. The PIRE process assumes that individuals are not the problem, instead the systems in which they are placed are the problem. The four primary reasons for conducting a PIRE include: to modify an individual responder's behavior; to modify an agency's training and behavior; to promote the sponsoring agencies' policies, and to evaluate policies of an emergency response agency. PIRE is part of several strategies that are being employed nationwide to formally integrate disparate agencies that manage highway incidents.

To be successful, the PIRE process must be supported by the organizations involved in incident management process. This process will often be initiated after events have taken place at an incident scene where individual emergency responders are in dispute with one another, and the process must be sensitive to this and to the voluntary nature of attendance. This process must be conducted in an open and non-threatening environment for all attendees. The process begins with a sponsoring group who selects a neutral and qualified facilitator and a neutral meeting location. The sponsor also prepares guidelines for the PIRE process, organizes an agenda, and accumulates the facts from the incident. Once the PIRE process has been initiated, all appropriate parties involved in the incident are asked to participate in the evaluation. It is important to remember that this process is not meant to assign liabilities, or to place blame on any individual or agency. It is simply a forum for interagency coordination and cooperation to improve the processes used in incident management. The Task Force has requested that DVRPC assist in setting up this process to evaluate future incidents on an as needed basis.

Resource Equipment List

One example of an activity that was attempted but was not successful was the attempt to develop a resource equipment list. In an effort to help foster coordination among the different organizations responding to incidents, DVRPC attempted to develop a comprehensive list of available equipment and materials within each organization. The intent of the list was to create a tool which could be used to identify the equipment an organization had that could be made available to another

organization. Occasionally, when responding to an incident, there may be a need for additional or specialized equipment that one organization may not have. Once the list was compiled, the intent was to distribute it to all appropriate responding agency personnel.

DVRPC delivered a survey to each agency to help identify any available equipment. The survey asked what equipment the organizations owned, what equipment was available to be loaned to other organizations, and which equipment they often borrowed from other organizations, such as a thermal imaging camera, large air bags, or a back hoe. The response to the survey was very limited, and therefore the resource list could not be compiled. Upon further discussion, it was determined that most organizations felt that they had the equipment that they needed or already knew where to get those things that they did not have. Most task force members felt that the resource list that DVRPC was attempting to assemble would not prove to be particularly useful to them.

Lack of Communication

The lack of communication between agencies during an incident was an issue repeated at various Task Force meetings. The following is an example of how this breakdown in communication is manifested. Once an incident occurs, municipalities that are located along possible detour routes, may not be aware that traffic is being diverted into their area until there are problems. The Task Force felt that the best way to communicate this type of coordination information between agencies is still by telephone. However, it is important that the information be directed to the correct personnel, such as the Sargent on duty, and to let that person contact the appropriate staff within their agency. Since an initial activity of this Task Force was the development and distribution of an organizational contact list to provide such information, Currently, a project is now underway to update this contact list and add to any agencies or personnel that may have previously been overlooked.

Miscellaneous Issues

Other issues that have been presented at Task Force meetings include multi-municipal signal coordination and the use of specialized equipment. Within Montgomery County, there are several efforts to investigate multi-municipal signal coordination on major arterial roads that act as alternate routes. For instance, along I-76, PennDOT intends to install detectors, and closed circuit television cameras to monitor traffic conditions and detect incidents. PennDOT will have the ability to divert motorists to parallel arterials by means of variable message signs and other ITS technology, in the event of an incident that closes the Expressway. At the present time there are

no plans to manage traffic on these parallel roads, which already experience heavy traffic volumes.

A project is currently underway by DVRPC and Montgomery County which will develop a unified traffic management and signal coordination plan along the entire Schuylkill Expressway corridor to handle both routine traffic conditions and diversions from the Expressway. A critical component of this effort is institutional cooperation focusing on inter-municipal traffic signal coordination under routine conditions and development of a mechanism to oversee traffic management under emergency conditions. This will most likely involve signing a formal memorandum of understanding between the affected municipalities, counties and PennDOT. Coordination scenarios will be developed to investigate the possibility of either a state, county or municipal operation center. Issues that will need to be addressed include who operates the CCTV and variable message signs, who implements changes to traffic signal timings, what conditions trigger an emergency response, which offices are notified, and which entity is responsible for maintaining the equipment.

During some incidents, there may be a need to order specialized equipment which is not readily available at the scene, such as a crane to upright an overturned truck. At this point, the agency that orders the equipment is the one responsible for paying for it. This presents a major problem for the smaller fire companies and one request for special equipment may consume a significant portion of their annual budget. What often happens, especially in the clearance stage of an incident, is that an emergency responder may wait for PennDOT Maintenance to arrive and let them call in the additional resource. The problem with this is that it adds to the delay time for the incident. This issue has not been resolved.

III. LESSONS LEARNED

Several important lessons have been learned through the process of meeting with and working with the task force. If followed, they will keep this group active and improve the services offered to its members. If implemented, it is expected that the management of incidents in this prototype area will continue to improve. The following is a list of important lessons that DVRPC staff has identified through this two-year effort and which could be applied in other areas to improve incident management.

Determine the Appropriate Meeting Frequency

Since the initial meeting of the Task Force in January 1999, four additional meetings have been held and another will be scheduled for January 2001 for a total of six meetings in the two-year period. At the initial meeting, the volunteer firefighters asked if every other meeting could be an evening meeting. The second meeting was held in the evening but this time proved less appealing for those members who represented agencies that work on a typical nine to five work day. Attendance declined at the second meeting and no additional evening meetings were held. It is recommended that meetings be held quarterly and, since an important component of the Task Force are the volunteer firefighters who are not as readily available to meet during the day, at least one of the meetings should be held in the evening to accommodate them. Specific months such as January, April, July and October should be designated and the date for the upcoming meeting should be selected with input from the Task Force at the current meeting. Members can then arrange their schedules accordingly. Since incidents can obviously occur any time of the day or night, incident responders often work long and unconventional hours. It is important that task force meetings do not become time consuming and burdensome, therefore, if this group is expected to continue to come together for meaningful discussions, the appropriate number of meetings must be determined.

Provide Useful Information

Members were able to obtain information about many projects and processes that they would not ordinarily have had access to, but there was some information provided that did not interest them. Some of this information included a description of Penn DOT's noise wall projects, a tour of Penn DOT's Traffic Control Center, a description of PA Turnpike's 'X Plan' and a description of the Turnpike's interchange renumbering project. Information on these subjects proved helpful to the members in how to conduct their business. Information on Penn DOT's project managers who were working on projects relevant to the study area was also made available. In fact, several

project managers gave presentations to the Task Force on projects such as the detour books, and noise walls.

At the first meeting of the Task Force, DVRPC distributed a task force contact list and a study area map. The contact list provided the name of a contact person for each organization that responds to incidents in the study area as well as the address, phone number and fax number of that organization. The intent was to help foster communication among the members. The list is updated and enhanced regularly as only current lists have value. The area's highway network was plotted on the map along with municipal boundaries and the locations of the emergency response organizations.

Information that the Task Force did not care to receive included the shared resource list. However, most members felt that they had most of the equipment that they typically needed and that they had already established contact to get those things which they did not have. DVRPC decided not to continue to pursue the development of this resource list.

Get Something Done

As with any group, a key to keeping high levels of participation is to demonstrate that you can get something done for them that will address their needs and make their jobs easier. From the beginning meeting, DVRPC felt it was important to offer the Task Force members an opportunity to identify their needs in relation to responding to incidents in this prototype area, as well as to provide tangible support and assistance in addressing their needs.

The installation of the ramp designation signs by Penn DOT in the I-76/I-476 interchange and the development/distribution of a color map of the ramp designations by DVRPC and Greater Valley Forge TMA to the area emergency responders and 911 centers was an example of how actions initiated by this group can improve the incident management in this area.

In the case of the noise wall project, input from the Task Force was actually used to make changes in the design of the walls which will provide benefits to emergency responders. As a result, the noise walls will not only have emergence access doors but they will be located in strategic areas as identified by the emergency responders who will use them.

In November 2000, DVRPC obtained funding for an Incident Management training course given by national experts. Several members of the task force took advantage of this free opportunity to

train some of their staff. Realizing the benefits of this opportunity, the Task Force has requested that DVRPC try to schedule this course again specifically for the members.

At the April 2000 meeting, with DVRPC's contract with Penn DOT about to expire, the group was asked if they felt this forum has been helpful and would like to continue meeting together if DVRPC could not continue to provide this service. Although no one offered to assume DVRPC's role of coordinator, they all agreed that the meetings had been worthwhile and they would like to find a way to continue this forum.

Get the Right Players to the Table

A key to the effectiveness of this forum is to make sure that the appropriate organizations are represented in the group so that meaningful and comprehensive discussions can be held for all topics. The attendance at the meetings has been steady for a core group of the members and their accomplishments have been documented above. However, there have been some key members who have not been able to attend regularly. Any coordinator of this forum needs to make a concerted effort to identify these stakeholders and encourage them to attend not only because they are needed by this group but also because they will realize benefits through participation. Specifically, outreach should include PennDOT's District 6 Maintenance Unit, Delaware County Emergency Communications and the towing industry.

In addition to encouraging better participation from the existing membership, the coordinator should ask the Task Force if there are other organizations which should be added to the membership. If so, they should be invited to participate.

IV. NEXT STEPS

Although this forum has been considered successful, there are still additional things that can be done to continue to enhance the coordination of the Task Force. The dynamics of this group have evolved and there is a certain comfort level among the members. The participants appear to be able to speak openly and frankly about issues that effect them and appreciate the helpful responses to questions that they receive from other organizations. Although the group indicated that they would like to continue meeting and sharing information, no one was willing to take on the coordinator's role. It is recommended that DVRPC continue to perform this function for the group and meetings should be scheduled on a quarterly basis.

The following are specific activities recommended for the task force:

Incident Management Training Course - The members indicated that they felt the incident management training course hosted by DVRPC in November 2000 would be beneficial to the task force and asked DVRPC if they could make arrangements to have it offered to the group. DVRPC will pursue funding for the course and will work with the course instructors to bring this program to the Task Force.

Tabletop Mock Incident - At one of the later meetings, it was suggested that a tabletop mock incident be developed in which a scenario would be played out that would simulate the activities of the Task Force organizations in response to an incident in the study area. These simulations have proven helpful in developing response plans and coordination processes as well as explanations why certain activities or procedures are conducted by specific organizations. The intent of this demonstration is to put in place acceptable response procedures, understood by all participants, before an incident occurs. DVRPC will work with Penn DOT Central Office to develop and execute this mock incident.

Post Incident Response Evaluations - As an extension of a mock incident which focuses on activities prior to an actual incident, the PIRE process focuses on the responses and activities of emergency responders at an actual incident. The Task Force felt that PIREs would be beneficial to the group and asked if DVRPC would be willing to coordinate this activity. DVRPC will examine opportunities to bring in an experienced and knowledgeable neutral facilitator. DVRPC also agreed to support this process by setting up meeting time and locations, inviting the appropriate stakeholders, distributing the necessary materials and preparing meeting summaries.

The group agreed that any of the members should feel free to request a PIRE but that an incident severity or duration threshold be established.

APPENDIX A

TASK FORCE MEMBERS CONTACT LIST

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
POLICE DEPARTMENTS					
Conshohocken Borough	Chief James Dougherty	8 th and Fayette Street Conshohocken, PA 19428	(610) 828-4033	(610) 828-5243	
Lower Merion Township	Superintendent Joseph J. Daly Sgt. John Dougherty Sgt. Joseph Arrell On Duty Personnel	71 East Lancaster Ave. Ardmore, PA 19003	(610) 645-6270 (610) 645-6219 (610) 645-6219 (610) 642-4200 (610) 649-1000	(610) 642-4210 (610) 642-4210 (610) 642-4210	jdaly@lower-merion.lib.pa.us jdougherty@lower-merion.lib.pa.us
Plymouth Township	Chief Carmine Pettine Bob Kerstetter	700 Belvoir Rd Norristown, PA 19401	(610) 279-1900 (610) 279-1900	(610) 279-1091 (610) 279-1091	cpettine@plymouthtownship.org rkerstetter@plymouthtownship.org
Radnor Township	Superintendent Jerry Gregory Officer Andrew J. Block Officer Martha L. Gurney	301 Iven Ave. Wayne, PA 19087	(610) 688-0500 (610) 688-0500 (610) 688-0500	(610) 687-8852 (610) 687-8852 (610) 687-8852	ablock@radnor.org mgurney@radnor.org
Upper Merion Township	Chief Thomas Lawler Lt. John Hellebush Sgt. William Schutter	175 West Valley Forge Rd. King of Prussia, PA 19406	(610) 265-3232 (610) 265-3232 (610) 265-3232	(610) 265-2711 (610) 265-2711 (610) 265-2711	tlawler@umtownship.org jhellebush@umtownship.org wschutter@umtownship.org
West Conshohocken Boro.	Chief Joseph Clayborne Officer James Weiler	1001 New Dehaven Street West Conshocken, PA 19428	(610) 940-5842 (610) 940-5842	(610) 828-2745 (610) 828-2745	WestConPD@aol.com

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
Pennsylvania State Police Troop K	Lt. Brian Naylor On Duty Personnel	2201 Belmont Avenue Philadelphia, PA 19131	(215) 560-6193 (215) 560-6200	(215) 560-6228	Bnaylor@psp.state.pa.us
Pennsylvania State Police Troop T	Lt. Thomas Traister	King of Prussia Station 251 Flint Hill Road King of Prussia, PA 19406	(610) 292-3754	(610) 292-3757	TTRAISTER@paturndpike.com
FIRE DEPARTMENTS					
Conshohocken Borough					
Fire Marshall	Charles Kelly	720 Fayette St. Conshohocken, PA 19428	(610) 828-1092 ext.30	(610)828-0920	
Conshohocken Fire Dept.	Fire Chief Robert Zinni,	720 Fayette St. Conshohocken, PA 19428	(610) 828-1092 ext.30	(610) 828-5079	
Deputy Fire Marshall	Beverlee Stemple		(610) 828-4036 Pager: (610) 676-5849	(610) 828-5079	plymtg@aol.com
Lower Merion Township					
Belmont Hills Fire Company	Chief Rocko Burdo	4 South Washington Ave Bala Cynwyd, PA 19004	(610) 664-9185	(610) 892-0669	
Penn Wynne-Overbrook Fire Company	Chief Warren Neely	Manoa-Rock Glen Road Wynnewood, PA 19096	(610) 642-9688	(610) 642-5980	

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
Plymouth Township					
Plymouth Fire Company	Chief Charles Luthy Asst. Chief Rob Maxwell	P.O. Box 107 Conshohocken, PA 19428	(610) 828-0671 (610) 828-0671	(610) 828-0832 (610) 828-0832	cfmr@msn.com
Harmonville Fire Company	Chief Jack Phipps Jerry Curran	2100 Butler Pike Plymouth Meeting, PA 19462	(610) 828-0836 (610) 828-0836	(610)828-4168	
Radnor Township					
Radnor Fire Company	Chief Vince Difilippo Doug Felske	121 South Wayne Avenue Wayne, PA 19087	(610) 687-3245 (610) 687-3245	(610) 687-3245 (610) 687-3245	fireone@aol.com
Upper Merion Township					
Fire Marshall	John Waters	175 West Valley Forge Road King of Prussia, PA 19406	(610) 265-8513	(610) 265-8467	jwaters@umtownship.org
King of Prussia Fire Company	Chief William Jenaway	1700 Allendale Rd. King of Prussia, PA 19406	(610) 265-1063	(610) 337-1496	bjenaway@aol.com
Swedeland Fire Company	Chief Dennis DeRanger	A & V Streets Swedeland, PA 19406	(610) 275-0177		
West Conshohocken Boro					
George Clay Fire Company	Chief Dave Frankenfield	400 Ford Street West Conshocken, PA 19428	(610) 828-6161	(610) 828-5920	

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
AMBULANCE COMPANIES					
Plymouth Township					
Plymouth Community Ambulance	Chief George Gilliano	902 Germantown Pike Plymouth Meeting, PA 19462	(610) 277-2776	(610) 277-8449	Ggilliano@plymouthambulance.org
Upper Merion Township					
Lafayette Ambulance Squad	Pam Forester William Peterman Craig Huey Michael Henken	P.O. Box 6885 King of Prussia, PA 19406	(610) 992-0399 (610) 992-0399 (610) 992-0399 (610) 265-2121	(610) 992-0162 (610) 992-0162 (610) 992-0162 (610) 992-0162	Laf1@netreach.net metmedic@aol.com
West Conshohocken, Lower Merion, and Conshohocken Townships					
Narberth Volunteer Medical Service Corps	Chief Chris Flanagan	101 Sibley Ave. Ardmore, PA 19003	(610) 645-777 (610) 645-960	(610) 645-7957	cflanagan@vmcsc313.org
COUNTY & STATE AGENCIES					
Delaware County - Emergency Comm.	Ed Truitt, Director Robert Kropp	360 N. Middletown Rd. Media, PA 19063	(610) 565-8700 (610) 565-8700	(610) 892-9583	
Emergency Management	Jerry Mulville		(610) 565-8700		
Montgomery County - Emergency Management Services	David Paul Brown	50 Eagleville Rd. Eagleville, PA 19403	(610) 631-6520	(610) 631-9684	dbrown2@mail.montcopa.org

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
Montgomery County - Office of Emergency Preparedness	James F. Kelly Gary Carl On Duty Personnel	50 Eagleville Rd. Eagleville, PA 19403	(610) 631-6530 (610) 631-6530 (610) 631-6536		jkelly@mail.montgcopa.org
Pennsylvania Department of Environmental Protection	Ronald A. Drake	Southeast Regional Office Lee Park, Suite 6010 555 North Lane Conshohocken, PA 19428	(610) 832-6027	(610) 832-6022	Drake.Ronald@dep.state.pa.us
PennDOT Traffic Control Center	Karl Ziemer	7000 Geerdes Blvd. King Of Prussia, PA 19046	(610) 205-6934	(610) 205-6944	I95KZDOTMC@AOL.COM
PennDOT Traffic Unit	Lou Belmonte District Traffic Engineer	7000 Geerdes Blvd. King Of Prussia, PA 19046	(610) 205-6752		
PennDOT Maintenance Montgomery Co.	Ed McCann, ADE Ken Schuering	7000 Geerdes Blvd. King Of Prussia, PA 19046	(610) 205-6750 (610) 275-2368	(610) 205-6909	
PennDOT Project Management	Tim O'Brien	7000 Geerdes Blvd. King Of Prussia, PA 19046	(610) 964-6526	(610) 964-6600	
PennDOT Program Center	Robert Hannigan	400 North Street, 6th Floor P.O. Box 3365 Harrisburg, PA 17120-0064	(717) 787-2358	(717) 787-5247	hanniga@dot.state.pa.us

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
PennDOT Bureau of Highway Safety & Traffic Engineering	Bob Pento Eastern Regional ITS Liaison	400 North Street, 6th Floor P.O. Box 2047 Harrisburg, PA 17105-2047	(717) 783-6265	(717) 783-8012	pentoro@dot.state.pa.us
	Dan Leonard Manager, Incident Management Section	400 North Street, 6th Floor P.O. Box 2047 Harrisburg, PA 17105-2047	(717) 705-1448	(717) 783-8012	dleonard@dot.state.pa.us
Pennsylvania Towing Association	Mr. Harold Wheeler Executive Director	2588 Second Street Bloomsburg, PA 17815	(717) 387-1895		
Region 5 (Philadelphia)	Kevin Bowe Region 5, Director	EV B Towing 1608 Butler Pike Conshohocken, PA 19428	(610) 828-6522	(610) 828-7432	EV B INC@aol.com
Pennsylvania Turnpike Commission	Walt Green John Sirriannia	251 Flint Hill Rd. King of Prussia, PA 19406	(610) 292-3795 (610) 292-3795	(610) 292-3778 (610) 292-3778	wgreen@paturndpike.com jsirrian@paturndpike.com
	David W. Dombrowsky, Emergency Service Coord.	P.O. Box 67676 Harrisburg, PA 17106-7676	(717) 939-9551 ext - 3748	(717) 986-9689	ddombrow@paturndpike.com
PLANNING AGENCIES					
Delaware Valley Regional Planning Commission	John Ward Chris King Stan Platt	The Bourse Building 111 S. Independence Mall E. Philadelphia, PA 19106	(215) 238-2899 (215) 238-2849 (215) 238-2851	(215) 592-9125 (215) 592-9125 (215) 592-9125	jward@dvrpc.org cking@dvrpc.org splatt@dvrpc.org

Incident Management Task Force Prototype Corridor: I-76 / I-476 Crossroads Area					
Agency	Contact	Address	Phone	Fax	E-Mail
Federal Highway Admin. - Philadelphia Office	Carmine Fiscina	1760 Market Street Suite 510 Philadelphia, PA 19103	(215) 656-7070	(215) 964-6526	carmine.pa.fiscina@fhwa.dot.gov
Greater Valley Forge Transportation Management Association	Peter Quinn Josh Diamond	175 W. Valley Forge Road King of Prussia, PA 19406	(610) 354-8899 (610) 354-8899	(610) 768-0626 (610) 768-0626	pquinn@libertynet.org jdiamond@libertynet.org
Montgomery County Planning Commission	Leo Bagley Susan Simkus	1 Montgomery Plaza, Suite 201 Norristown, PA 19404	(610) 278-3746 (610) 278-3554	(610) 278-3941 (610) 278-3941	lbagley@mail.montcopa.org ssimkus@mail.montcopa.org

APPENDIX B

MEETING AGENDAS AND HIGHLIGHTS

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
INCIDENT MANAGEMENT TASK FORCE MEETING

TUESDAY, JANUARY 12, 1999 - 9:30 AM

UPPER MERION MUNICIPAL BUILDING
175 West Valley Forge Road
King of Prussia, PA 19406

HENDERSON ROOM

AGENDA

1. Welcome and Introductions
 2. Background (*John Ward, DVRPC*)
 - Meeting Purpose
 - Role of Incident Management Task Force
 3. Development of ITS Deployment Plan for the Delaware Valley (*Stan Platt, DVRPC*)
 4. Task Force Contact List and Facilities Map (*Chris King, DVRPC*)
 - Anticipated Future Products
 5. Incident Responder Needs
 6. Next Steps
 - Task Force Membership
 - Next Meeting Activities
 - Next Meeting Date
-

HIGHLIGHTS

INSTITUTIONAL COORDINATION OF ITS IN THE DELAWARE VALLEY

INCIDENT MANAGEMENT TASK FORCE MEETING # 1

January 12, 1999

9:30 a.m.

Upper Merion Municipal Building

Henderson Room

175 West Valley Forge Road

King of Prussia, PA 19406

WELCOME AND INTRODUCTIONS

John Ward (DVRPC) welcomed everyone to the meeting. Each person then introduced themselves and stated which organization they represented.

BACKGROUND

John Ward explained that The Delaware Valley Regional Planning Commission (DVRPC) and the Pennsylvania Department of Transportation (PennDOT) are working together to develop a Deployment Plan for the implementation of an Intelligent Transportation System (ITS) for the Philadelphia region. As an important component of this effort, we are establishing a corridor-level Incident Management Task Force to serve as a prototype for this region. The I-76/I-476 crossroads area has been selected as the prototype corridor. The Task Force, as envisioned, will be composed of local police, fire and EMS groups, State Police, PennDOT and other appropriate emergency responders as well as applicable regional agencies. He explained that the meeting's purpose was to foster interaction between the agencies and to form contacts. Another function of the meeting is to identify any issues, needs or shared resources that the municipalities may have.

The I-76 / I-476 Corridor was chosen as a prototype corridor was chosen for the following reasons:

- Magnitude of vehicles that use these expressways.
 - Number of incidents that occur on these expressways.
 - Impact, both locally and regional, that this corridor has on the transportation
-

- system.
- Results of a Regional and a Municipal Survey that were conducted in June 1998 that indicated that this region has a very high interest in cooperating with this type of effort.

DEVELOPMENT OF ITS DEPLOYMENT PLAN FOR THE DELAWARE VALLEY

Stan Platt (DVRPC) gave a brief description of the DVRPC's ITS Deployment Plan for the Delaware Valley.

WHAT IS INTELLIGENT TRANSPORTATION SYSTEMS (ITS)?

Applying advances in electronic communications and information processing technology to the existing transportation network to ease traffic congestion, increase safety and improve the efficiency of existing transportation services.

Examples: Electronic Toll collection (EZ Pass), Variable Message Signs, Highway Advisory Radio, Closed loop Traffic Signals, In-Vehicle Navigation Systems, Traffic Information Web Sites (SmarTraveler)

STUDY OBJECTIVES

- Develop ITS Policy
 - Establish Coordinating Council
 - Develop ITS Goals and Objectives
 - Develop ITS Policy Statement
 - Establish Regional ITS Architecture
 - Develop ITS Priorities and Framework
 - Define Agency Coordination Requirements and Procedures
 - Identify and Evaluate Alternative Communication Scenarios
 - Define ITS Projects and Schedules
 - Inventory Agency Interface
 - Municipal Questionnaire - - 48 municipalities along PA Freeway Network
 - Regional Organization Questionnaire - - 49 Highway, Transit, Emergency Management, Commercial Vehicle, or Travel Information Organizations
 - Focus Groups
 - Information Service Providers
 - Commercial Vehicle Operators
 - Emergency Service Providers
 - Consumer / Traveler
 - Freeway Corridor Incident Management Program
-

Establish Incident Management Task Force
Identify Problems and Opportunities
Develop Corridor Level Coordination Framework
Demonstrate How Approach can be Used in Other Corridors

- Comply With National ITS Architecture Consistency Requirements

TASK FORCE CONTACT LIST AND FACILITIES MAP

John Ward (DVRPC) stated that one of the products of this task is to create a reference booklet of information for each agency. A draft copy of a map and an agency contact list has been distributed. Initially, the map includes the site locations of the police, fire, ambulance, and PennDOT maintenance facilities. DVRPC would like to include any and all information that might be helpful to the local municipalities.

Possible Missing Items:

- Ambulance Squads (Need to be a separate item from Fire Departments)
- Pennsylvania State Police Troop T
- Coverage areas (911 already does this)
- HAZMAT Responders
- Information Service Providers

INCIDENT RESPONDER ISSUES

MILE POST NUMBERS are the same on different expressways (Pennsylvania Turnpike Northeast Extension & Blue Route). This causes confusion when trying to respond to incidents. It may cause up to a 20-30 minute delay when responding to the scene of an incident.

REPLACEMENT OF SIGNS that fall down or are damaged may take up to 1-2 years.

PENNSYLVANIA TURNPIKE COMMISSION HAS SEVERAL VMS AND HAR which may be used by municipalities. PTC is developing a policy/protocol for VMS. The most likely scenario will be for the municipality to call the county dispatch and let them contact the PTC in Harrisburg to request usage.

COORDINATION OF CONSTRUCTION ZONES. VMS and HAR may send travelers from one construction site to another. Also, one municipality may not be aware that traffic is being diverted into their region.

Lack of *SPECIAL EVENT INFORMATION* being distributed to the local municipalities.

PEOPLE ARE LOST WHEN THEY ARE DUMPED ONTO LOCAL ROADS DUE TO DETOURS. They have no idea where they are going and detour routes on local streets are not adequately signed.

LACK OF COMMUNICATION between agencies.

Need *LIST OF RESOURCES* available.

DEFINE MAJOR / MINOR INCIDENT. 30-40 minutes?; Statistics state that for every 1 minute of an accident, you may create 6 minutes of traffic delay.

DIFFERENT WAYS OF COMMUNICATION PROCESS. On-site personnel are not about to look up in a book and determine whom they have to call. They will use County Dispatch.

NEED TO THINK GLOBALLY.

- Alpha Numeric pager System allows for one page to notify all different agencies at once within minutes.

RAMP DESIGNATION. People may not know which exact ramp or direction that they are traveling on when reporting an incident. This may cause Emergency Services responders to be delayed 20-30 minutes while they search different on/off ramps for the vehicles.

Some *CROSSOVERS ARE NOT BLACKTOPPED.*

NEXT STEPS

Meet on a quarterly basis.

Every other meeting to be held in the evening hours to accommodate the volunteer services.

Rotate the meeting site.

Form break out groups (Separate Police, Fire, EMS). This will allow for more interaction. Problems may be different for different type of groups.

JANUARY 12, 1999 ATTENDEES:

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
1. Beverlee A. Stemple	Conshohocken Borough	(610) 828-1092 x12
2. Chief James H.	Conshohocken Borough Police Department	(610) 828-4033
3. Robert Kropp	Delaware County Communications Center	(610) 565-8700
4. Jerry Mulville	Delaware County E.M.A	(610) 565-8700
5. Bill Patterson	Montgomery County E.D.S	(610) 631-6500
6. Gary Carl	Montgomery Co. Office of Emergency	(610) 631-6530
7. Jerry Curran	Harmonville Fire Company	(610) 828-0836
8. Chief Charles Luthy	Plymouth Fire Company	(610) 828-0671
9. Bob Kerstetter	Plymouth Township Police Department	(610) 279-1900
10. Carmen Pettine	Plymouth Township Police Department	(610) 279-1900
11. Jim Kelly	Radnor Township Fire Company	(610) 687-3245
12. John Ruttly	Radnor Township Police Department	(610) 688-0500
13. Sergeant J. Lungen	Radnor Township Police Department	(610) 688-0500
14. Supt. Jerry Gregory	Radnor Township Police Department	(610) 688-0500
15. Chief Bill Jenaway	King of Prussia Fire Company	(610) 265-1063
16. John R. Waters	Upper Merion Township	(610) 205-8512
17. Chief Thomas Lawler	Upper Merion Township Police Department	(610) 265-3232
18. Lieutenant John	Upper Merion Township Police Department	(610) 265-3232
19. Sergeant Bill Schutter	Upper Merion Township Police Department	(610) 265-3232
20. Chief Dennis	George Clay Fire Company	(610) 828-6161
21. Chief Joseph Clayborne	West Conshohocken Borough Police Dept.	(610) 940-5842
22. Carmine Fiscina	Federal Highway Administration - Philadelphia	(215) 656-7070
23. Brendon Harrington	Greater Valley Forge TMA	(610) 354-8899
24. Bob Pento	PennDOT - Bureau of Highway Safety &Traffic	(717) 783-6265
25. Doug May	PennDOT- District 6	(610) 768-3053
26. Karl Ziemer	PennDOT- District 6	(610) 989-9326
27. Ken Scheuring	PennDOT- Maintenance Unit	(610) 275-2368
28. Lt. Dennis Hunsicker	Pennsylvania State Police	(215) 560-6193
29. Sergeant John Lyle	Pennsylvania State Police	(215) 560-6243
30. Mike Maykut	Pennsylvania Towing Association - Region 5	(610) 825-0660
31. John Sirriannia	Pennsylvania Turnpike Commission	(610) 292-3795
32. Joseph McCool	Pennsylvania Turnpike Commission	(717) 939-9551
33. Walt Green	Pennsylvania Turnpike Commission	(610) 292-3795
34. Stan Platt	DVRPC	(215) 592-1800
35. John Ward	DVRPC	(215) 238-2899
36. Chris King	DVRPC	(215) 238-2849

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
INCIDENT MANAGEMENT TASK FORCE MEETING

MONDAY, JUNE 7, 1999 - 7:00 PM

UPPER MERION MUNICIPAL BUILDING
175 West Valley Forge Road
King of Prussia, PA 19406

FREEDOM HALL

AGENDA

1. Welcome and Introductions
 2. Ramp Designation (*Karl Ziemer, PennDOT*)
 3. Detour Books (*Larry Bucci, PennDOT*)
 4. Resource Equipment List (*Chris King, DVRPC*)
 5. Mile Markers
 6. Next Steps
 - Next Meeting Activities
 - Next Meeting Date
-

HIGHLIGHTS

INSTITUTIONAL COORDINATION OF ITS IN THE DELAWARE VALLEY

INCIDENT MANAGEMENT TASK FORCE MEETING # 2

June 7, 1999

7:00 p.m.

Upper Merion Municipal Building

Freedom Hall

175 West Valley Forge Road

King of Prussia, PA 19406

WELCOME AND INTRODUCTIONS

John Ward (DVRPC) welcomed everyone to the meeting.

Background

The Delaware Valley Regional Planning Commission (DVRPC) and the Pennsylvania Department of Transportation (PennDOT) are working together to develop a Deployment Plan for the implementation of an Intelligent Transportation System (ITS) for the Philadelphia region. An important component of this effort is to establish a corridor-level Incident Management Task Force to serve as a prototype for this region. The I-76/I-476 crossroads area has been selected as the prototype corridor. The Task Force, as envisioned, will be composed of local police, fire and EMS groups, State Police, PennDOT and other appropriate emergency responders as well as applicable regional agencies. It was explained that the meeting's purpose was to foster interaction between the agencies and to form contacts. Another function of the meeting is to identify any issues, needs or shared resources that the municipalities may have.

RAMP DESIGNATION

Karl Ziemer (PennDOT) described a preliminary plan that PennDOT is proposing to designate each of the on and off ramps at highway interchanges. This is an effort to enable the motorists to correctly identify their location when they are calling for emergency assistance. This will eliminate any confusion and assist the emergency responders by reducing the response time.

PennDOT, in cooperation with BSA, have developed an initial plan to identify each ramp of the

I-76/I-476 interchange. Each ramp will be assigned a number corresponding to the exit number and a letter designating the particular ramp. The exact location and spacing of the ramp markers has not yet been determined, and any recommendations would be greatly appreciated. The time frame for implementation is approximately 2 to 3 months, with all of the work being done in-house.

It is PennDOT's intent to use this interchange as a test project. After several months, they will re-evaluate the system, make any necessary improvements, and then implement the system at other interchanges.

At the meeting, PennDOT asked for comments and/or questions about the proposed plan so that they may review the comments and make any appropriate alterations.

DETOUR BOOKS

Larry Bucci (PennDOT) described the statewide initiative by PennDOT to develop and update Emergency Detour Routes Books. The current book was developed in 1994, and since then PennDOT has been constantly working with the municipalities and police departments to update and improve the book.

The Detour Book and the sign plan involved with it have been designed for long term delays. The general guide is any incident that will cause a delay of greater than six hours. For short term incidents less than six hours, the police departments will manage the intersections and detour routes. At this point there is no permanent detour signing along any alternate routes. Temporary signs are available to be placed out on the roads after an incident occurs and it has been determined that there will be a long term delay.

RESOURCES LIST

Chris King (DVRPC) described an effort by DVRPC to help foster coordination among the different organizations responding to incidents. When responding to an incident, there may be a need for additional or specialized equipment that one organization may not have.

DVRPC is currently in the process of developing a list of available equipment within each organization. This list can be used as a tool to identify what equipment an organization may have that is available to be used by another organization. This effort will help to minimize the delay associated with responding to and clearing incidents. Examples of this type of equipment may be: thermal imaging camera, large air bags, or a back hoe.

The list will include: (1) description of the equipment owned by each organization, (2) equipment available to be borrowed by other organizations, and (3) equipment often borrowed from other

organizations. A survey was handed out to each of the attendees to be completed and mailed or faxed back to Chris King at DVRPC.

MILE POST MARKERS

Doug May (PennDOT) provided an update on mile post marker that are the same on different expressways (Pennsylvania Turnpike Northeast Extension and Blue Route). Based on information provided to him by the Pennsylvania Turnpike Commission (PTC), he stated that PTC is planning to redesign the mile markers on the Northeast Extension to coincide with the mile markers on the Blue Route (I-476). What this means is that the mile markers on the Northeast Extension will no longer begin at Mile 1 near the Mid-County interchange. The new mile markers will begin where the Blue Route mile posts stop (approximately 21). The PTC still intends on leaving the letter A attached to the mile number (ex 21A, 22A, 23A...). The plans also call for a better designation of the 1/10 markers. The job is expected to be completed in the Spring of 2000.

The PTC also has plans to renumber each of the interchanges along the entire route of the PA Turnpike and the Northeast Extension. The new numbers will correspond to the particular mile marker at each interchange.

Carmin Fiscina (FHWA) suggested that PennDOT and the PTC discuss this issue, because the numbering system along the Schuylkill (I-76) will no longer coordinate with the PA Turnpike and the Northeast Extension with the Blue Route.

OTHER ISSUES RAISED AT MEETING

PA TURNPIKE'S X-PLAN DETOUR ROUTES. Many municipalities are unaware of the PA Turnpike's detour route plans, especially when it involves pulling traffic off the turnpike at non-interchange locations.

MULTI-MUNICIPAL SIGNALIZATION effort on major arterial roads that act as alternate routes.

Who pays for *SPECIALIZED EQUIPMENT* when ordered. At this time the agency ordering the equipment does. Presents a major problem for the smaller fire companies. One instance may amount to the annual budget.

NOISE WALL ACCESS. With the future construction of additional noise walls along US 202 and I-76, it may be beneficial to make a formal recommendation to PennDOT and PTC as a committee to improve access (Installation of Man Doors, Spacing, etc....).

JUNE 7, 1999 ATTENDEES:

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
1. Beverlee A. Stemple	Conshohocken Borough	(610) 825-7773
2. Chief Charles Luthy	Plymouth Fire Company	(610) 828-0671
3. Asst. Chief Rob Maxwell	Plymouth Fire Company	(610) 828-0671
4. Chief Bill Jenaway	King of Prussia Fire Company	(610) 265-1063
5. John R. Waters	Upper Merion Township	(610) 205-8512
6. Sergeant Bill Schutter	Upper Merion Township Police Department	(610) 265-3232
7. Chief Dennis Frankenfield	George Clay Fire Company	(610) 828-6161
8. Sgt. Joseph Arrell	Lower Merion Police Department	(610) 645-6219
9. Carmine Fiscina	Federal Highway Administration - Philadelphia	(215) 656-7070
10. Brendon Harrington	Greater Valley Forge TMA	(610) 354-8899
11. Doug May	PennDOT- District 6	(610) 768-3053
12. Karl Ziemer	PennDOT- District 6	(610) 989-9326
13. Larry Bucci	PennDOT - District 6	
14. Cpl. R. Mitchell	Pennsylvania State Police	
15. Sergeant John Lyle	Pennsylvania State Police	(215) 560-6243
16. Leo Bagley	Montgomery Co. Planning Commission	(610) 278-3746
17. Chris Lankenau	Montgomery Co. Planning Commission	(610) 278-3740
18. John Ward	Delaware Valley Regional Planning Commission	(215) 238-2899
19. Chris King	Delaware Valley Regional Planning Commission	(215) 238-2849
20. Laurie Czahor	Delaware Valley Regional Planning Commission	(215) 238-2853

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
INCIDENT MANAGEMENT TASK FORCE MEETING

THURSDAY, NOVEMBER 4, 1999 - 9:30 AM

PENNSYLVANIA TURNPIKE COMMISSION
EASTERN REGIONAL OFFICE
251 Flint Hill Road
King of Prussia, PA 19406

AGENDA

1. Welcome and Introductions
 2. Unfinished Business
 - Ramp Designation (*Karl Ziemer, PennDOT*)
 - Resource Equipment List (*Chris King, DVRPC*)
 3. Pennsylvania Turnpike Commission Updates (*Walt Green, PA Turnpike*)
 - "Plan X" Detour Routes
 - Mile Markers
 - Redesignation of Interchanges
 4. Noise Wall Access (*John Ward, DVRPC*)
 5. Multi-Municipal Signalization (*Leo Bagley, Montgomery County*)
 6. Other Issues
-

HIGHLIGHTS

INSTITUTIONAL COORDINATION OF ITS IN THE DELAWARE VALLEY

INCIDENT MANAGEMENT TASK FORCE MEETING # 3

November 4, 1999

9:30 p.m.

PENNSYLVANIA TURNPIKE COMMISSION

EASTERN REGIONAL OFFICE

251 Flint Hill Road

King of Prussia, PA 19406

WELCOME AND INTRODUCTIONS

John Ward (DVRPC) welcomed everyone to the meeting and provided some background about the task force.

UNFINISHED BUSINESS

RAMP DESIGNATION. Karl Ziemer (PennDOT) described a preliminary plan to designate each of the on and off ramps at the I-76/I-476 interchange is about to begin. The markers will be green with white lettering and they are being fabricated by the maintenance shop. A color coded map displaying the location of each ramp and their designation has been handed out. After several months, they will re-evaluate the system, make any necessary improvements, and then potentially implement the system at other interchanges. PennDOT is asking for your cooperation in evaluating this initial plan. Suggestions were to include the I-76 Conshohocken ramps at exit 29 on the map, and to also space the signs every tenth of a mile.

RESOURCE EQUIPMENT LIST. Chris King (DVRPC) stated that at the last Incident Management Task Force meeting, one of the items on the agenda was the development of an Equipment Resource List. To help foster coordination among the different organizations responding to incidents, DVRPC is in the process of developing a list of available equipment within each organization. This list can be used as a tool to identify what equipment an organization may have that is available to be used by another organization. At the June meeting, and in a subsequent follow up letter, DVRPC handed out a survey to

each agency to help identify any available equipment. DVRPC has received a very limited response to the survey. Please return the survey to DVRPC as soon as possible

PENNSYLVANIA TURNPIKE COMMISSION UPDATES

Walt Green (PA Turnpike) gave a brief description of several on-going projects for the Pennsylvania Turnpike Commission.

PLAN-X DETOUR ROUTES. Concerns have been raised over the PTC releasing delayed traffic at maintenance access points along the Turnpike. Municipalities may not be aware that this is occurring. For instance, vehicles were rerouted off the turnpike in Upper Merion and the vehicles went right through the parking lot the King of Prussia Fire Company. If an emergency call would have come into the fire company, they would have had trouble getting their trucks out to respond.

This method is not used very often, because there is no way to recoup tolls. However, it is sometimes necessary when there are significant backups due to major incidents.

MILE MARKERS. The contract has been let to change the milepost signs on the Northeast Extension to correspond to the Blue Route. The Blue Route numbers will not change and the Northeast Extension will now begin at milepost number 20 and increase consecutively until the turnpike ends at the Clark Summit exit. The Turnpike's mile markers will still have the letter A after the number.

REDESIGNATION OF INTERCHANGES. The PTC plans to renumber each of the interchanges along the entire route of the PA Turnpike and the Northeast Extension. The new numbers will correspond to the particular mile marker at each interchange. For an undetermined interim period, each exit will have both the old and new exit numbers. The timetable for this project is to 6 to 9 months for completion beginning the spring of 2000.

NOISE WALL ACCESS

John Ward (DVRPC) stated that as part of the upcoming US 202 construction project, additional noise walls will be constructed on I-76 south of US 202. The exact location is approximately between Croton Road and Wheadley Road in Upper Merion Township. At this time, there is no project manager assigned to the project. DVRPC will monitor the situation and contact PennDOT to inform them about the issue of noise wall access. Once a project manager has been chosen, Upper Merion should direct a formal letter to PennDOT requesting person doors.

The Pennsylvania Turnpike Commission will be constructing ‘security walls’ along the Northeast Extension between Walton Road north to Township Line.

MULTI-MUNICIPAL SIGNALIZATION

Chris Lankenau (Montgomery County Planning Commission) described an on-going study in the North Penn Region of Montgomery County (Towamencin, Hatfield, Landsdale, Upper Gwynedd, etc...) to investigate the feasibility of a closed loop coordinated signal system within several municipal jurisdictions. This would help to facilitate detoured traffic. Currently a scope of work is being drafted to hire a consultant. Issues such as coordination, location of a control center and its staffing will be explored. Towamencin was granted \$600,000 for this effort through a TEA-21 ITS earmark.

OTHER ISSUES RAISED AT MEETING

The Pennsylvania Turnpike Commission is has let out a design/build contract to add four additional toll lanes to the Valley Forge Interchange. It will be open by November 2000. All of these lanes will be open for EZ Pass which will be online for Turnpike in December 2000.

Increasing *MAINTENANCE RESPONSE TIME*. Need to reach out and invite PennDOT’s Maintenance Unit.

NOVEMBER 4, 1999 ATTENDEES:

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
1. Beverlee A. Stemple	Conshohocken Borough	(610) 825-7773
2. Chief Charles Luthy	Plymouth Fire Company	(610) 828-0671
3. Bob Kerstetter	Plymouth Police Department	(610) 279-1900
4. Chief Bill Jenaway	King of Prussia Fire Company	(610) 265-1063
5. John R. Waters	Upper Merion Township	(610) 205-8512
6. Sergeant Bill Schutter	Upper Merion Township Police Department	(610) 265-3232
7. John C. Hellebush	Upper Merion Township Police Department	(610) 265-3232
8. Chief Dennis Frankenfield	George Clay Fire Company	(610) 828-6161
9. Sgt. Joseph Arrell	Lower Merion Police Department	(610) 645-6219
10. Brendon Harrington	Greater Valley Forge TMA	(610) 354-8899
11. Peter Quinn	Greater Valley Forge TMA	(610) 354-8899
12. Kim Maurer	Greater Valley Forge TMA	(610) 354-8899
13. Walt Green	Pennsylvania Turnpike Commission	(610) 292-3795
14. Joe McCool	Pennsylvania Turnpike Commission	(717) 939-9551
15. Joe Sirrianna	Pennsylvania Turnpike Commission	(610) 292-3746
16. Christina Hampton	Pennsylvania Turnpike Commission	(610) 292-3785
17. Karl Ziemer	PennDOT- District 6	(610) 989-9326
18. Chuck Richards	PennDOT- District 6	
19. Dennis Leonard	PennDOT - Central Office	(717)705-1448
20. Lt. Dennis Hunsicker	Pennsylvania State Police - Troop K	(215)560-6193
21. Lt. Thomas F. Traister	Pennsylvania State Police - Troop T	(610)279-1605
22. Sergeant John Lyle	Pennsylvania State Police - Troop K	(215) 560-6243
23. Chris Lankenau	Montgomery Co. Planning Commission	(610) 278-3740
24. Ronald A Drake	PA Dept. of Environmental Protection	
25. Jeffery Purdy	Edwards and Kelcey Inc.	(610) 701-7000
26. John Ward	Delaware Valley Regional Planning Commission	(215) 238-2899
27. Chris King	Delaware Valley Regional Planning Commission	(215) 238-2849

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
INCIDENT MANAGEMENT TASK FORCE MEETING

TUESDAY, APRIL 18, 2000 - 9:30 AM
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PENNSYLVANIA TURNPIKE COMMISSION
EASTERN REGIONAL OFFICE
251 Flint Hill Road
King of Prussia, PA 19406

AGENDA

1. Welcome and Introductions
 2. Ramp Designation Discussion (Karl Ziemer, PennDOT)
 3. Noise Wall Access (John Ward, DVRPC)
 4. I-76 Schuylkill Expressway Incident / Traffic Management Study (John Ward, DVRPC)
 5. Other Issues (Chris King, DVRPC)
 - National Incident Management Conference
 - Incident Management Training Seminar at DVRPC
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HIGHLIGHTS

INSTITUTIONAL COORDINATION OF ITS IN THE DELAWARE VALLEY

INCIDENT MANAGEMENT TASK FORCE MEETING # 4

April 18, 2000

9:30 a.m.

PENNSYLVANIA TURNPIKE COMMISSION

EASTERN REGIONAL OFFICE

251 Flint Hill Road

King of Prussia, PA 19406

WELCOME AND INTRODUCTIONS

John Ward (DVRPC) welcomed everyone to the meeting.

NOISE WALL ACCESS

PennDOT will be constructing noise walls along I-76 from Croton Road to Wheadley Road in Upper Merion. The township has requested that PennDOT include four person doors / emergency access doors in the design of these walls. The locations include: Timber Circle Cul-de-sac, Old Wheadley Road, King of Prussia Road and Outpost Circle.

Two additional noise wall projects are planned for I-476; 1) milepost 17.4 to 17.9 in Montgomery County and 2) milepost 10.76 to 11.0 and 11.7 to 12.2 in Delaware County. PennDOT's project manager is Madeline Fausto. DVRPC will invite her to the next meeting to get more information on this project.

I-76 SCHYULKILL EXPRESSWAY INCIDENT / TRAFFIC MANAGEMENT

John Ward (DVRPC) described the ITS Schuylkill Expressway Corridor Incident/Traffic Management Plan that DVRPC will be conducting in cooperation with both PennDOT and Montgomery County. Since the Schuylkill Expressway corridor is one of the most heavily traveled corridors in the region and traffic on the expressway is chronically congested, PennDOT plans to install detectors and closed circuit television (CCTV) cameras to monitor traffic conditions and detect incidents. By means of variable message signs and other Intelligent Transportation System (ITS) technology, PennDOT will have the ability to divert motorists to parallel arterials such as US 30, PA 23 or Ridge Pike when an incident has shut

down the expressway. At the present time, there are no plans to manage traffic on these parallel roads which are already heavily traveled and experience congestion.

This project will develop a unified traffic management and signal coordination plan within the entire Schuylkill Expressway corridor to handle both routine traffic conditions and diversions from the Schuylkill Expressway.

Working with a support committee composed of representatives from PennDOT, FHWA, Montgomery County, Philadelphia, SEPTA, the municipalities, and local emergency responders, a preliminary traffic management plan will be developed. The committee will also investigate a mechanism to operate the traffic management plan under both routine and emergency conditions. Coordination scenarios will be developed to investigate the possibility of either a state, county or municipal operation center.

Issues that will need to be addressed include who operates the CCTV and variable message signs, who implements changes to traffic signal timings, what conditions trigger an emergency response, which offices are notified, and which entity is responsible for maintaining the equipment.

RAMP DESIGNATION

Karl Ziemer (PennDOT) gave an update of the current status of the I-476 / I-76 Interchange Ramp Designation project. The initial markers were installed with the white letters on a blue background, however, the paint started peeling off of the markers. These were replaced by new markers that are white on green. There are still some concerns over the amount of signs on the ramps and spacing of these markers. This is still the evaluation stage of this project and preliminary feedback is that it has been aiding the call takers and responders.

OTHER ISSUES

NATIONAL INCIDENT MANAGEMENT COALITION CONFERENCE - On Friday May 12, 2000, DVRPC with several co-sponsors will host a Tri-State Incident Management Conference at the Doubletree Hotel in Philadelphia. This conference will feature experts on the economic costs of our region's traffic congestion, what we have learned from past incidents and how we can apply these lessons to future solutions.

INCIDENT MANAGEMENT TRAINING WORKSHOP. On November 7-8, 2000 at DVRPC, the National Highway Institute will conduct a course on *Advanced Techniques for Managing Roadway Emergencies*. This course brings the latest and best techniques for managing all types of roadway emergencies from disabled vehicles to fatal accidents involving trucks and hazardous materials. The course focuses on the safety and operational efficiency of the responding agencies, and gives a wide range of specific methods in use throughout the nation.

NOTIFICATION LIST. The best ways to communicate information between agencies is still by telephone. However, it is important that the information is directed to the correct personnel, such as the Sargent on duty. It is their duty to inform appropriate staff within their agency

REDESIGNATION OF MILE MARKERS ALONG I-476/NORTHEAST EXTENSION. After the Republican Convention, the contract will be ready to go out for a bid. The designations will begin at zero at I-95 and proceed from there towards Clark Summit.

APRIL 18, 2000 ATTENDEES:

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
1.	Beverlee A. Stemple	Conshohocken Borough	(610) 825-7773
2.	Chief Charles Luthy	Plymouth Fire Company	(610) 828-0671
3.	Lt. Bob Kerstetter	Plymouth Police Department	(610) 279-1900
4.	Officer Andrew Block	Radnor Township Police Department	(610) 688-1900
5.	David Paul Brown	King of Prussia Fire Company	(610) 631-6520
6.	John R. Waters	Upper Merion Township	(610) 205-8512
7.	Sergeant Bill Schutter	Upper Merion Township Police Department	(610) 265-3232
8.	Sgt. John Doughery	Lower Merion Police Department	(610) 645-6219
9.	Michael Henken	Lafayette Ambulance	(610) 265-2121
10.	Craig Huey	Lafayette Ambulance	(610) 992-0399
11.	Peter Quinn	Greater Valley Forge TMA	(610) 354-8899
12.	Walt Green	Pennsylvania Turnpike Commission	(610) 292-3795
13.	Joe McCool	Pennsylvania Turnpike Commission	(717) 939-9551
14.	Karl Ziemer	PennDOT- District 6	(610) 989-9326
15.	Dan Leonard	PennDOT - Central Office	(717)705-1448
16.	Lt. Thomas F. Traister	Pennsylvania State Police - Troop T	(610)279-1605
17.	Sergeant John Lyle	Pennsylvania State Police - Troop K	(215) 560-6243
18.	Susan Simkus	Montgomery Co. Planning Commission	(610) 278-3740
19.	John Ward	Delaware Valley Regional Planning Commission	(215) 238-2899
20.	Chris King	Delaware Valley Regional Planning Commission	(215) 238-2849

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

INCIDENT MANAGEMENT TASK FORCE MEETING

TUESDAY, OCTOBER 24, 2000 - 10:00 AM

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION - DISTRICT 6
7000 Geerdes Blvd.
King of Prussia, PA 19406-1525
(610) 206-6700

Room 203 A

AGENDA

1. WELCOME AND INTRODUCTIONS
 2. AZTECH (PHOENIX, ARIZONA) - MODEL DEPLOYMENT INITIATIVE VIDEO
 3. I-476 NOISE WALL ACCESS (*Madeline Fausto, PennDOT*)
 4. REPORT ON NATIONAL INCIDENT MANAGEMENT COALITION FOCUS GROUP (*Dan Leonard, PennDOT*)
 5. POST INCIDENT RESPONSE EVALUATIONS (PIRE) (*John Ward, DVRPC*)
 6. FUTURE OF INCIDENT MANAGEMENT TASK FORCE (*John Ward, DVRPC*)
 7. OTHER ISSUES
 8. TOUR OF PENNDOT'S TRAFFIC CONTROL CENTER (*Karl Ziemer, PennDOT*)
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HIGHLIGHTS

INSTITUTIONAL COORDINATION OF ITS IN THE DELAWARE VALLEY

INCIDENT MANAGEMENT TASK FORCE MEETING # 5

October 24, 2000

10:00 a.m.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DISTRICT 6-0

7000 Geerdes Boulevard

King of Prussia, PA 19406

WELCOME AND INTRODUCTIONS

John Ward (DVRPC) welcomed everyone to the meeting.

AZTECH (PHOENIX, ARIZONA) - MODEL DEPLOYMENT INITIATIVE VIDEO

Phoenix, Arizona was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for the ITS Model Deployment Initiative. With this grant, the Arizona Department of Transportation, Maricopa County Department of Transportation, Valley cities and private industries formed AzTech as a partnership to use state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. AzTech's mission is to integrate the regions transportation system and give travelers up to the minute traffic information.

Recently, a contingent of personnel from PennDOT and DVRPC were invited to visit Phoenix and look at AzTech. One of the program's goals is to disseminate information on the lessons learned from the deployments to assist other cities and regions who may be considering using and/or integrating ITS. An informational video was presented describing the AzTech program.

NOISE WALL ACCESS

Madeline Fausto (PennDOT) described two noise wall demonstration projects that are now being designed along I-476. The noise wall projects are planned for I-476; 1) northbound side at milepost 17.4 to 17.9 in Montgomery County and 2) southbound side at milepost 10.76

to 11.0 and 11.7 to 12.2 in Delaware County.

PennDOT is willing to work with the local municipalities and install person doors at their request. If the townships are interested, they need to address a letter of request to the project manager Madeline Fausto.

An issues was raised concerning the ability to designate the person door with the street name that is adjacent to it. Each door should be locked with the universal Knox Box.

NATIONAL INCIDENT MANAGEMENT COALITION FOCUS GROUP

Dan Leonard (PennDOT) discussed an Incident Management Focus Group conducted by the National Incident Management Coalition on October 10-11, 2000 in Fairfax, Virginia. Many issues raised at this meeting are the same concerns of this task force. In particular, many of the emergency responders want to be involved with design of noise walls, and to allow them to have access with person doors.

POST INCIDENT RESPONSE EVALUATIONS (PIRE)

During July 2000, a major accident occurred along I-76 which caused significant delays and resulted in a closure of the expressway for several hours. As a result of this incident, PennDOT and the FHWA asked DVRPC to set up a post incident evaluation. However, this request occurred around the same time as the Republican National Convention, and many of the key personnel involved with the incident were busy with the preparations and activities of the convention. To be effective, it was agreed that the evaluation should take place shortly after the incident. Since this could not be accomplished for this particular incident, it was not pursued.

PIRE is a process of institutional analysis in which improvements in agency response techniques and equipment are suggested. All those involved in the incident are invited to a meeting where they would describe their roles and actions during the response. This process is not meant to place blame or assign liabilities, it is simply a forum for interagency coordination and cooperation to improve processes used in incident management.

The task force is interested in holding a PIRE for future incidents and asked if DVRPC would sponsor it. DVRPC agreed to play a role as the coordinating agency, by setting up the meeting site and time, inviting appropriate participants and preparing meeting summaries.

It was also suggested that DVRPC and PennDOT coordinate to conduct a tabletop mock incident. This exercise would create a scenario that allows all task force organizations to simulate the response to an incident. A possible scenario could involve US 202/I-76. There

will be construction on this area over the next 2-3 years with major restrictions. It may be possible to use a mock incident to look at this area ahead of construction.

FUTURE OF INCIDENT MANAGEMENT TASK FORCE

PennDOT's ITS Incident Management Division is considering providing funding to continue this task force for another year. PennDOT is very pleased with the coordination effort of this group. They have asked DVRPC to conduct another Incident Management Task Force along I-95. NJDOT is also interested in this idea and has asked DVRPC to conduct one in New Jersey.

OTHER ISSUES

PORTABLE VMS. Currently, there is a problem with getting portable VMS to sites. A question was asked concerning the feasibility and possible funding of permanently placing portable VMS signs along roads. FHWA pointed out that with some construction projects, the contracts may be written which may allow the FHWA to give the portable VMS to the local townships, once the project is completed. This issue will need to be looked into with some greater detail.

There is also the issue of HAR signs having their lights on to signify a message when in fact there is no information. This diminishes the usefulness of these devices. If anyone notices a problem, they should contact the appropriate agency and let them know.

TOWING AGENCIES. Currently, the system for calling in towers to the scene of an incident may need to be updated. There is a list of towers responsible for a section of highway. A police officer requesting towing is unable to call a certain towing agency. They are required to go down the list and call the towers in order, so that each has its own turn. Unfortunately, not all the towers have the same equipment and may not be able to handle every situation.

Suggestion on how to improve this situation, involves looking at state legislation to certify towers. It was also suggested that a contract be set up with certain towers to be available for certain sections of the highway. One other solution is to give PennDOT permission to push vehicles off the roadway to open it up quicker and come back during off peak hours to clean up. This issue will need to be looked into with some greater detail.

NOTIFICATION LIST. DVRPC has a contract for services with Edwards & Kelcey as part of their overall ITS Study. One task that they have been asked to complete is to update the contactlist for the I-476 / I-76 Incident Management Task Force. Edwards & Kelcey will be contacting each of the emergency responders in the region, to obtain the correct addresses, telephone numbers, fax numbers, email addresses and appropriate contact persons for each

organization.

REDESIGNATION OF MILE MARKERS ALONG I-476 / NORTHEAST EXTENSION. The new mile markers designations along I-476 / Northeast Extension have been completed except a few areas slated for construction projects. These areas will be completed with each of the construction projects. The designations begin at zero at I-95 and proceed from there toward Clark Summit.

RAMP METERS. Recently, the media has focused some attention on the ramp metering along I-476. PennDOT stated that these have been a success. They are set up by time of day. The plan is to have them all running on the south exits again, and then execute those in the north. The delay is an issue of software and making the ramp meters be intelligent and monitor traffic all day long.

STAND PIPES ON I-476 (BLUE ROUTE). Questions were raised whether the existing stand pipes along the Blue Route are still functional and if the connection is applicable to 4½ inch hoses. The stand pipes are useful, however, they are not used that often because, fire departments can usually extinguish regular car fires. They are only needed in extreme cases, such as large tanker fires. The fire companies wanted to point out that there is a need for these, and if they could be retrofitted to accommodate the larger hoses. PennDOT asked the municipalities to supply them to provide a letter of support for the stand pipes. This will help in easing any funding requests.

TOUR OF PENNDOT'S TRAFFIC CONTROL CENTER

Karl Ziemer (PennDOT) conducted a tour of PennDOT's new Traffic Control Center located on the fourth floor of the District 6 Office Building.

OCTOBER 24, 2000 ATTENDEES:

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
1.	Beverlee A. Stemple	Conshohocken Borough	(610) 825-7773
2.	Jay Ruit	Edwards & Kelcey	(610) 701-7000
3.	Carmin Fiscina	Federal Highway Administration	(215) 656-7111
4.	Josh Diamond	Greater Valley Forge TMA	(610) 354-8899
5.	Michael Henken	Lafayette Ambulance	(610) 265-2121
6.	Bill Peterman	Lafayette Ambulance	(610) 992-0399
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ABSTRACT

The purpose of this document is to present the activities and the accomplishments of the I-76/I-476 Crossroads Incident Management Prototype Task Force. The task force was formed to foster interaction between organizations which are involved in responding to incidents in the I-76/I-476 crossroads area and identify issues or needs that effect their incident management process. As a prototype, the activities and the accomplishments of this group are to be evaluated to determine if it is possible or beneficial to implement this type of forum in other freeway corridors.

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