The “New” Wisconsin Traffic Management Center

Kirk Danielson
Sergeant

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What’s Changing?
• **Mission:** To provide exceptional public safety and traffic management services for the benefit of our partners, the traveling public and the freight community

• **Vision:** Strive for excellence in all we do to be the premier public safety and traffic management facility

• **Values:** Diversity, honor & integrity, leadership & partnerships, professionalism & accountability, character, versatility & innovation, proactivity, quality, and compassion
Consolidation of WSP Dispatch Centers

- Waukesha
- DeForest
- Tomah
- Eau Claire
- Spooner
- Wausau
- Fond Du Lac
Colocation within the STOC Control Room

- Efficient transfer of information
- Improved communication between law enforcement dispatchers and control room operators
  - Camera access and manipulation
  - Incident location and confirmation
  - Immediate notification of incidents cleared, closures, etc.
- DMS board use for alert notifications
Timeline

• December 2017 - Transfer of SER dispatch operations to the TMC
• January 2018 – AECOM Contract
• February 2018 – DSP assumes management of TMC Control Room
• March 2018 – Next Gen ATMS Transition
• April 2018 – Regional LED Work Unit Transition to Bureau of Support Services
Timeline Continued

• April 2018 – TMC Concept of Operations Development
• May 2018 – Schedule Anywhere Transition
• May 2018 – Remoting of Regional Dispatch Operations
• June 2018 – Addition of TMC Section Duty Sergeant
Timeline Continued

- July 2018 – Go Live with NGATMS
- August 2018 – NGATMS Burn In
- September 2018 – Begin Continuous Recruitment for DSP LED positions
- October 2018 – Begin of Remodeling for the Control Room
- March 2019 – Equipment Masterlease Expiration
Proposed Control Room Design

Revised - Concept Layout 3
WSP Dispatch at TMC – Milwaukee

- 7 Dispatch Workstations
- 5 CR Operator Workstations
- 11 Law Enforcement Dispatchers (LEDs)
  - 3 LEDs currently in training
- 6 New LEDs starting September 4th
- 1 TMC Section Executive Officer
- 1 Law Enforcement Dispatch Supervisor (LEDS)
WSP Dispatch at TMC Continued

• 1 LEDS Training Coordinator (LEDS)
• 2 WSP Duty Sergeant (Statewide)
• 1 Office Associate (O/A)
• Future – 16-19 Workstations
Next Generation Advanced Traffic Management System (Next Gen ATMS)

1996

2018
Next Gen ATMS

- Goal is to provide a foundation that is extensible to new technologies, rather than purchasing multiple IT systems to run new technologies
Next Gen ATMS

• IBI’s Next Gen ATMS is business rules based
  ▪ Benefit – System can use rules to recommend an operator action given a situation (i.e. – recommend and one-button touch implement a new ramp meter scheme based on an incident in a certain location on a certain day of week at a certain time).
Next Gen ATMS

- ATMS automatically calculates traffic data
- Used to control ITS field devices; Portable and Static DMS, Ramp Meters, etc.
- Almost all real-time info. seen on 511 phone, web, or app starts in ATMS
- Used by operators in Control Room
Next Gen ATMS

• Simulation mode
• NG ATMS Go Live (July 9th)
  ▪ Enabling devices in the NG ATMS live mode for approximately 4 hours am/pm
  ▪ Verify errors

• ATMS Burn-in (45 days)
  ▪ Actively monitor performance of system

• Final Acceptance after successful end of burn-in period
511WI.Gov APP

• Over 70,000 downloads since launch
• Information from TMC / ATMS populates app
• Configurable push alerts
• Available for Apple and Android devices
Control Room Incidents
Wrong Way Driver Event Reporting
1/1/18-7/31/18

<table>
<thead>
<tr>
<th>WisDOT Region</th>
<th>YTD Reported WWDs</th>
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<tbody>
<tr>
<td>Southeast</td>
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<tr>
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<td>17</td>
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<tr>
<td><strong>Total</strong></td>
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</table>
BlinkLink Wrong Way Driver Detection
Wrong Way Driver By County

2018 through July 31
FTP Video Request Protocol

- TMC video requests available via digital distribution / download
- TMC will archive video, fill out request and upload video to WisDOT FTP server
- Email will be sent with a unique link and password to download the video
FTP Video Request Protocol Continued

- Video player application files will also be provided
- Video still saved for 72 hours / 120 days once requested
FTP Video Request Protocol

• To receive your video request over the internet:
  ▪ Please let the operator know when requesting that you would like FTP distribution and provide a valid email address to accompany the request.
Waze – Crowd-Sourced Data

• The TMC and DSP completed a Waze pilot project that started in November 2017 and concluded February 28, 2018

• Objectives
  ▪ Receive Waze alerts into the control room on WSP CAD system
  ▪ Document and determine confidence level of the alerts
  ▪ Develop a partnership with DSP to further the value of Waze alerts
  ▪ Incorporate Waze alerts as a credible source of new data
Waze – Crowd-Sourced Data Continued

• Alert Types: crashes, vehicles on shoulder of road, debris on road, weather hazards (ice, fog), potholes and animals on shoulder of road

• Alerts were received, Monday - Thursday 7:30am – 1:30pm
Waze Alert - Locations

• Alerts have coordinates and any falling within this polygon that are on a freeway would be received

• WSP included:
  ▪ I-41 in Washington County
  ▪ I-94 in Waukesha County
  ▪ I-41/94 in Racine and Kenosha Counties
Waze Alert Data - Overview

- The data is currently under review. During a two week period in January 2018 a sample of 303 alerts were categorized.
  - Traffic Crash: 5 alerts – 60% confirmed
  - Traffic Hazard (debris on road, pothole, fog, ice)
    - 17 alerts – 6% confirmed
  - Disabled vehicle on shoulder
    - 293 alerts – 42% confirmed
- Moving forward – in order to improve confidence in Waze Alerts WSP anticipates to associate traffic jams (queues) and crashes to make the data source actionable
Future TMC Phases

- Consolidation of Region Operations to TMC – Milwaukee
- Development of Intel/Information Fusion Center
  - Addition of Intel Analysts (Chief Wormet)
- TIME / ETO Program Management
  - Addition of Consultant Resources
- Integration of MACH/CAD and NGATMS