

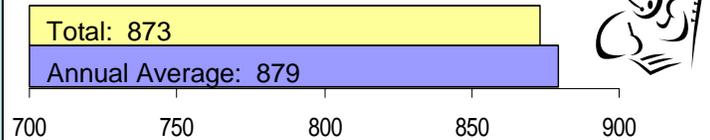
Week Ending January 19, 2007

## Our Mission: Traveler Services; 100% accurate, anywhere, anytime

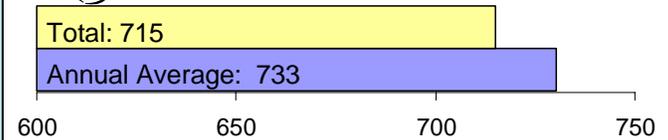
- There were more than twice the average number of media inquiries last week. This can largely be attributed to three major incidents occurring at the James River Bridge, Midtown Tunnel, and Hampton Roads Bridge Tunnel in the same week.
- According to national data from Progressive Insurance, Friday is the day that most crashes occur (16% of all crashes reported). They also calculated that Saturday is the second most likely day for accidents with about 15% of the total. On Hampton Roads Freeways, the STC records over 17% of its accidents on Friday with Wednesday as the runner-up at 16.5%. Saturday records the second lowest total of accidents (11.16%).
- Last week there were a relatively large proportion of accidents that occurred on I-264 between Witchduck and Independence (page 4). In 2006, this location ranked as the sixth highest accident location, and accounted for 4.39% of all recorded crashes with 155 total

### Operations & Maintenance Summary

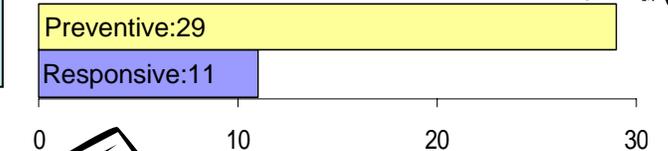
Number of events responded to from the Control Room last week:



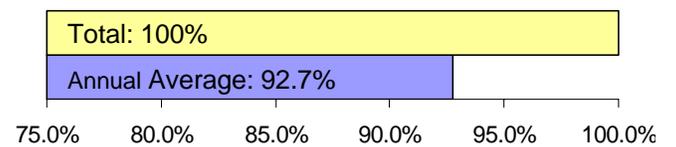
Total number of drivers assisted by Safety Service Patrollers last week:



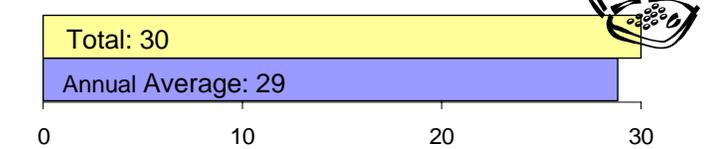
Number of field equipment responsive and preventive repairs made last week:



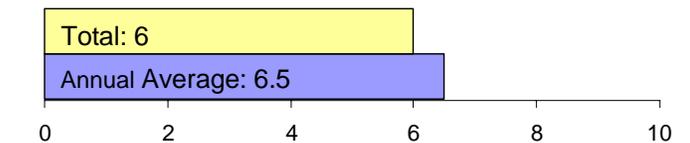
SSP Truck Availability Last Week:



IT Work Orders completed last week:

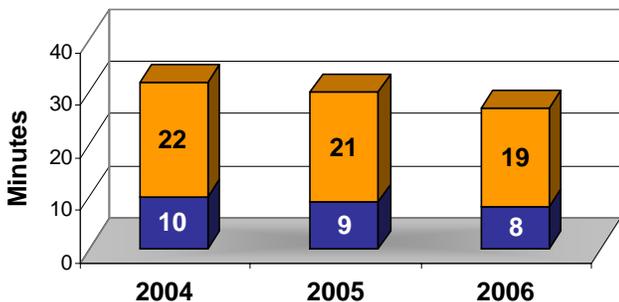


Press Releases by Month:



### Stat of the Week

In 2006, it took approximately 8 minutes from the time an incident was detected until a Safety Service Patrol Driver arrived on scene. After the SSP arrived, it took an additional 19 minutes to clear the incident from the roadway. This is an overall decrease from 2005 and 2004.

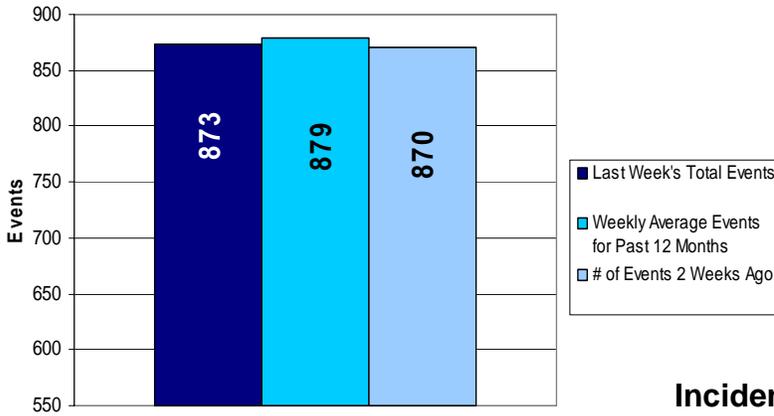


■ SSP Response Time ■ Incident Clearance Time

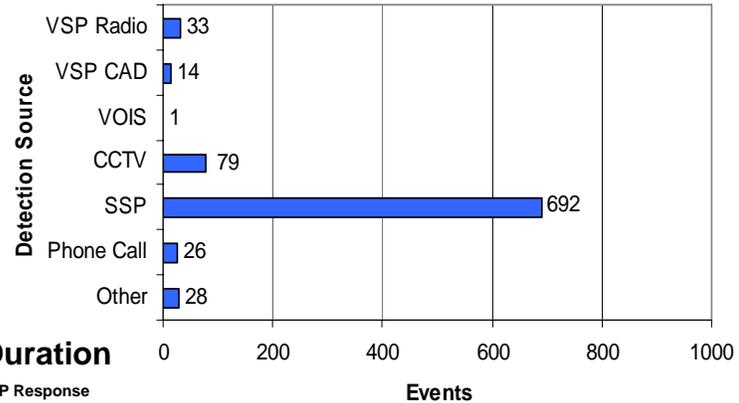


# Operations

## Number of Events Logged by the Control Room

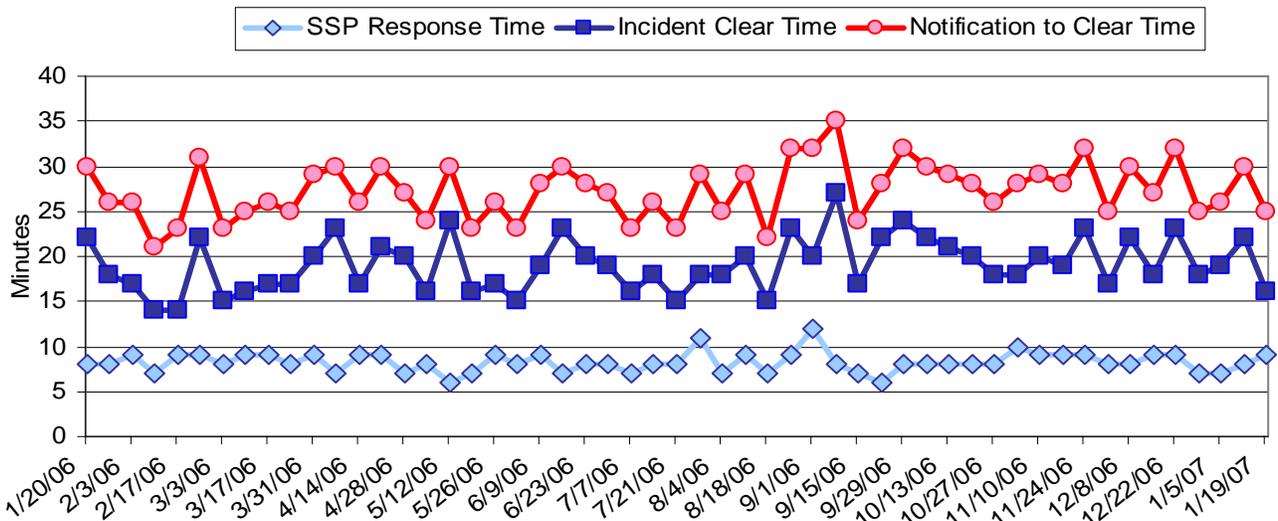


## Events by Detection Source



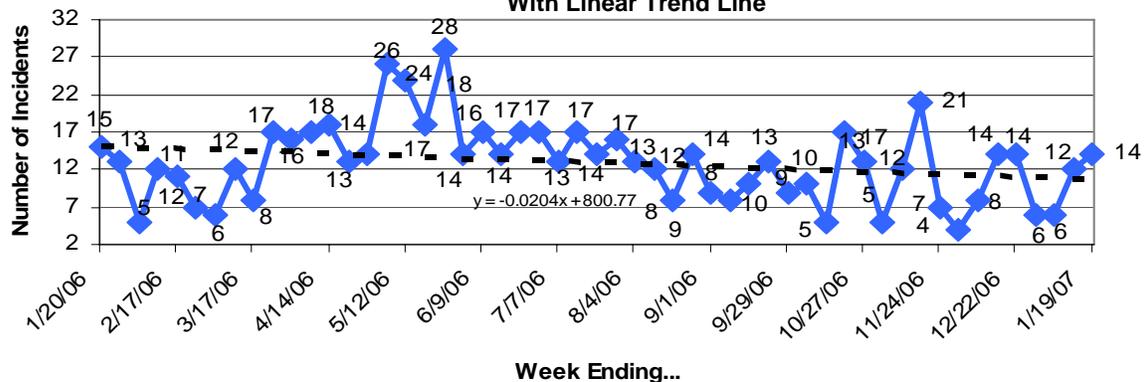
## Incident Duration

Notification > SSP Response  
 SSP Response > Incident Clear Time  
 Notification > Incident Clear Time



## Number of Incidents Involving Tractor Trailers

With Linear Trend Line

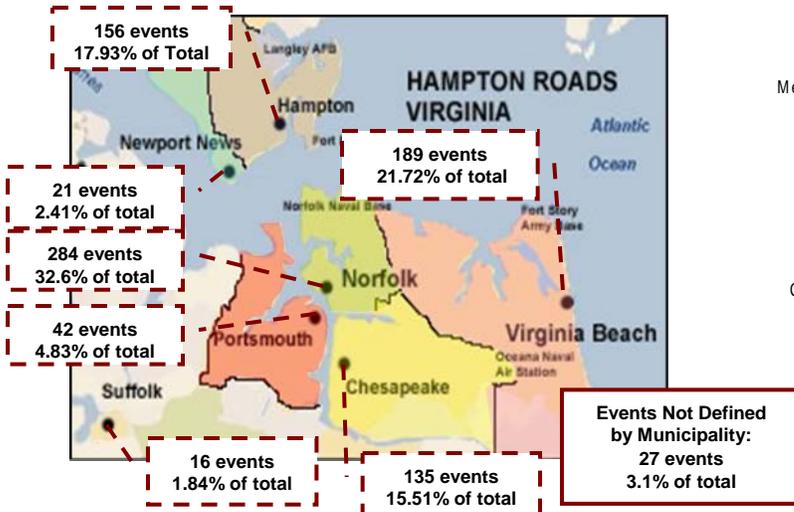


**Note: Definitions for 'Incident' and 'Event' are located on page 11 of the Data Key**

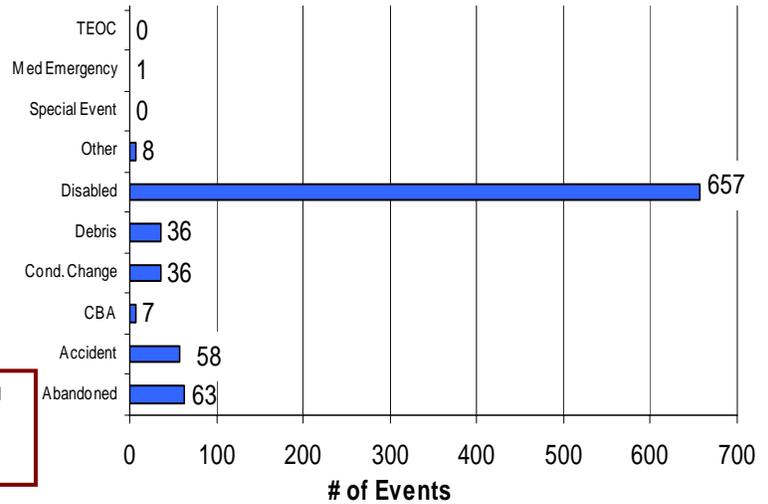
# Operations



## Weekly Total Events by Geographic Location



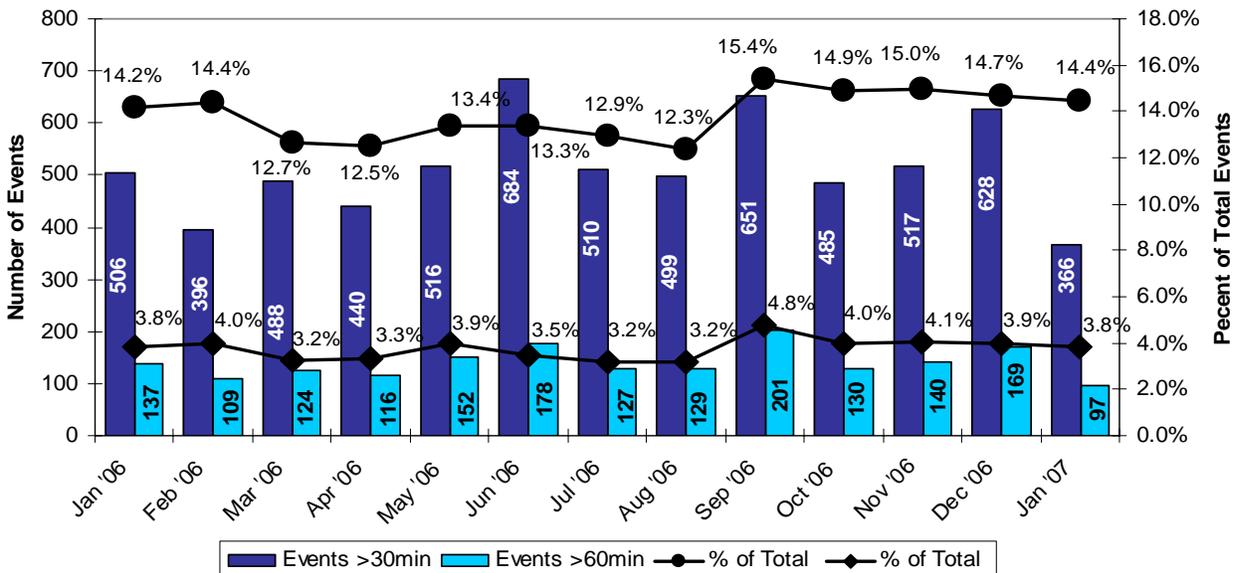
## Events Logged by Type



	Norfolk	Virginia Beach	Hampton	Chesapeake	Newport News	Suffolk	Portsmouth
19-Jan	284	189	156	135	21	16	42
12-Jan	290	189	143	147	16	19	40
5-Jan	261	163	118	153	21	24	35
29-Dec	293	163	124	141	15	18	23
22-Dec	272	188	147	155	15	25	23
15-Dec	285	160	128	161	24	26	43

**Note: Definitions for 'Incident' and 'Event' are located on page 11 of the Data Key**

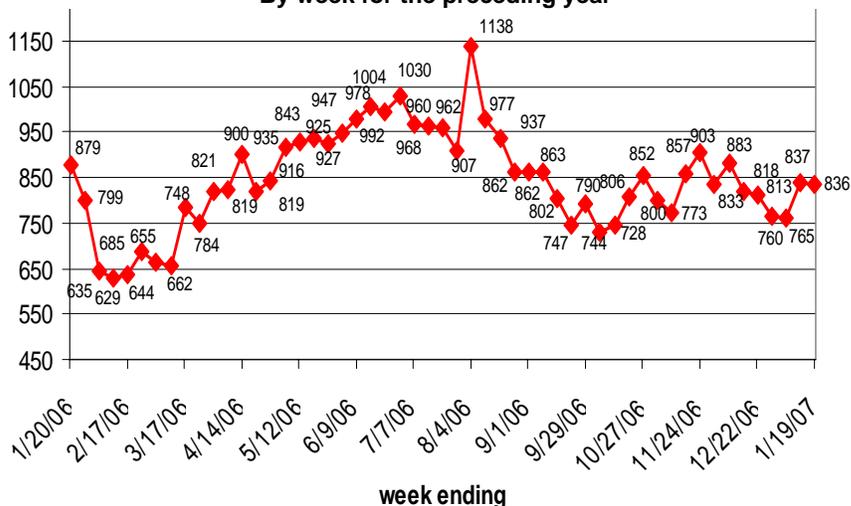
## Events Greater Than 30 and 60 Minutes By month and by percentage of total incidents that month



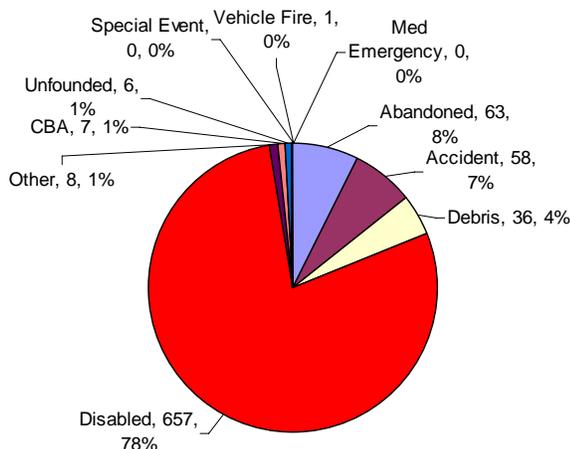
# Operations



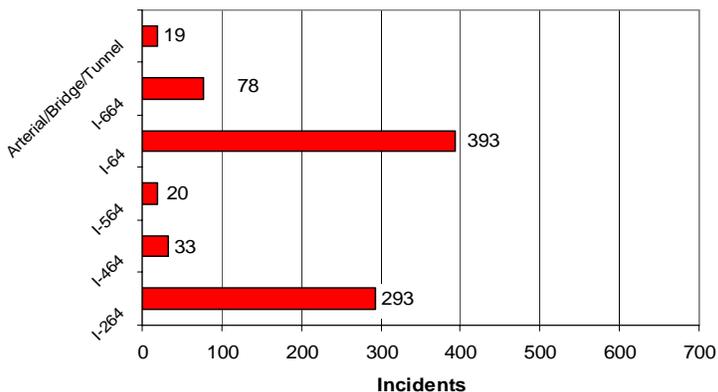
**Total SSP Responses**  
By week for the preceding year



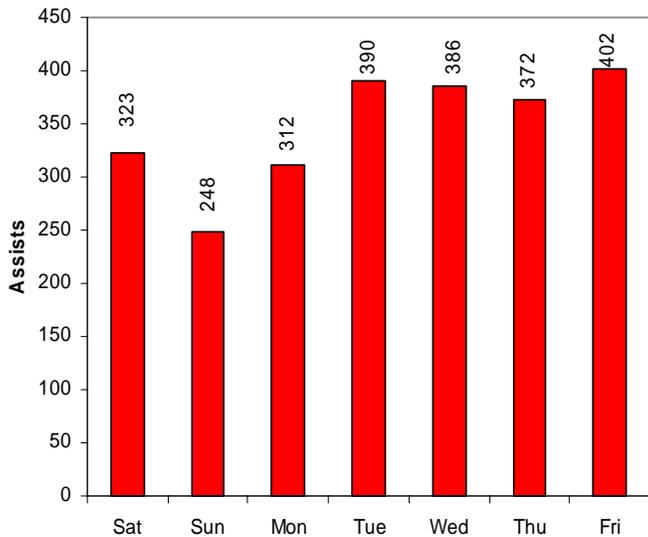
**SSP Assists by Type**



**Number of SSP Assists by Roadway**



**Total YTD Assists by Day-of-Week**



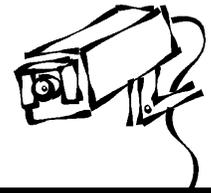
**Most Active Hot-Spots**



	Most Active	Interstate	Segment ID	# of Incidents	% of System wide
1	Abandoned	I-64	P64-05	6	9.5%
2	Accidents	I-264	E264-03	5	8.6%
3	Debris	I-264	W264-02	4	11.1%
4	Disabled	I-64	W64-01	28	4.3%

**Segment ID: Descriptions**

P64-05	Magruder - Hampton Rds Center Pkwy
E264-03	Witchduck - Independence
W264-02	Military - Ballentine
W64-01	Northampton - 64/264 Interchange



# Maintenance

## Current Field Device Operational Availability\*

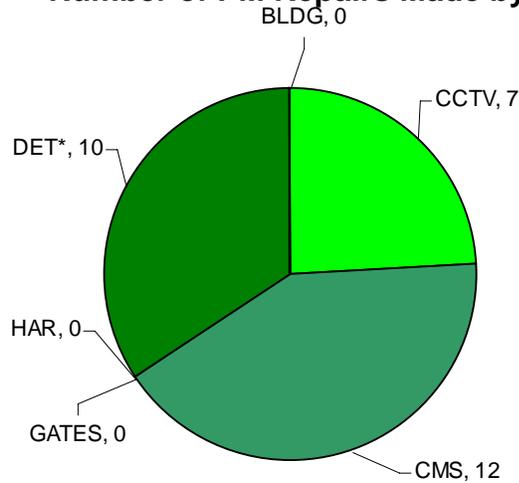
Component	Total	Not Working	Working	System Availability
CCTV	196	4	192	98%
CMS	168	17**	151	90%
GATES	5	0	5	100%
HAR	6	0	6	100%
DET***	390	149	241	62%

\* Represents last weeks equipment availability as of Friday @ 1400

\*\* Represents CMS signs with legibility limitations

\*\*\* Represents individual detector stations

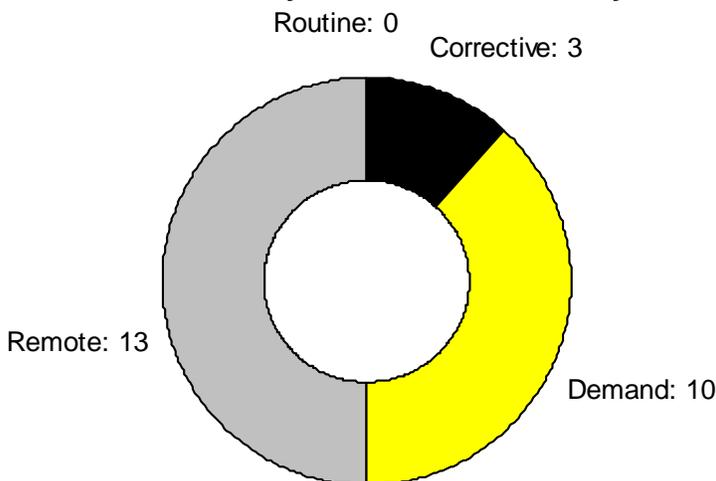
## Number of PM Repairs Made by Equipment Type



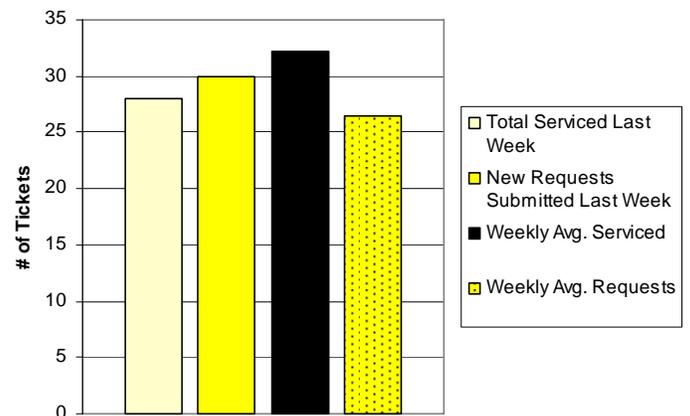
	56 Week Average
CCTV	6.9
CMS	6.1
GATES	0.7
HAR	0.9
DET	9.7
BLDG	4.9

\*PMs for the category of "DET" are for Detector Cabinets, not Detector Stations

## IT Facility Maintenance Activity



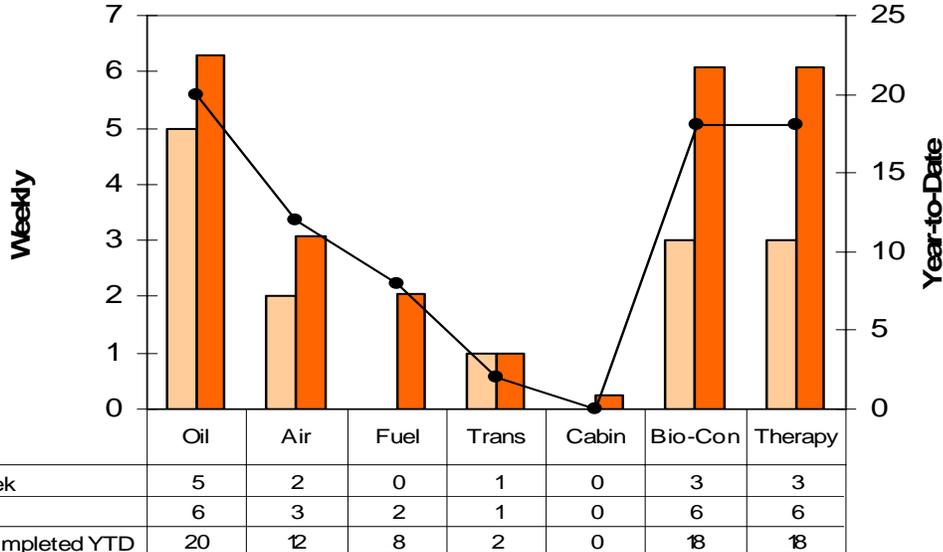
## Work Orders Submitted to/Service by IT



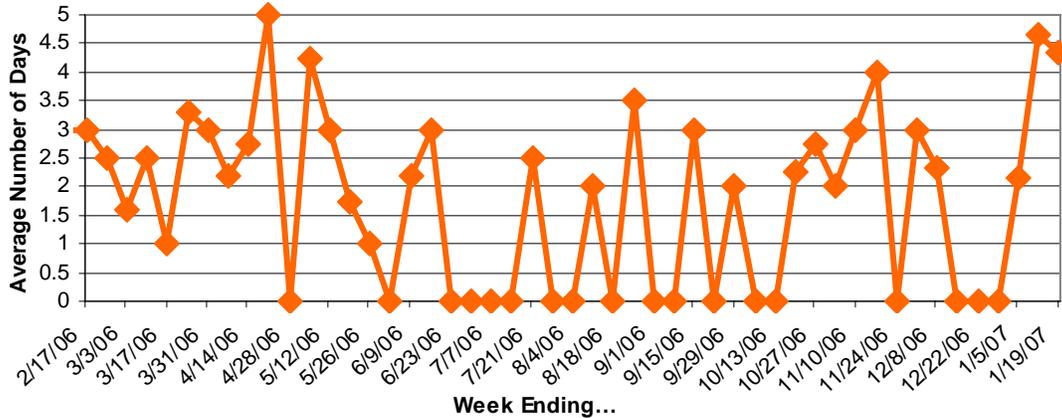
# Maintenance



## Completed Fleet Service Activities by Type

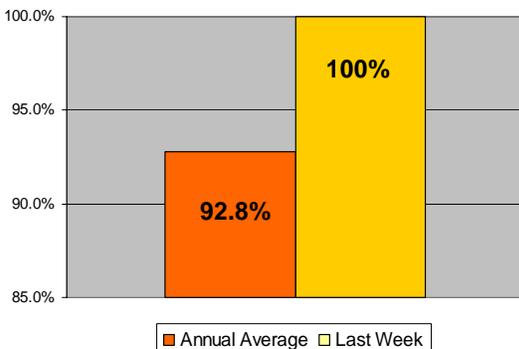


## Average Vehicle Return to Service Duration

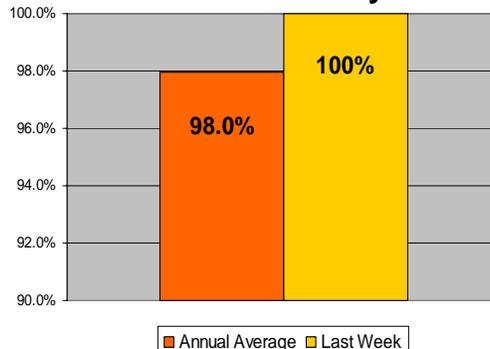


A value of 0 denotes that no vehicles were returned from the shop for that week

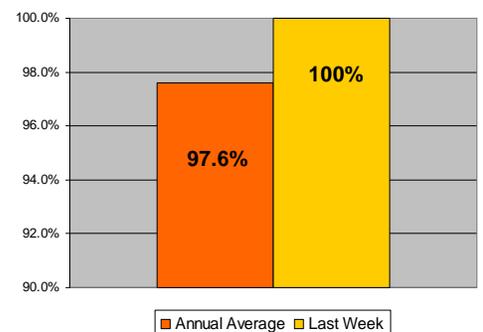
### SSP Vehicle Availability



### Field Maintenance Vehicle Availability



### Pool Vehicle Availability



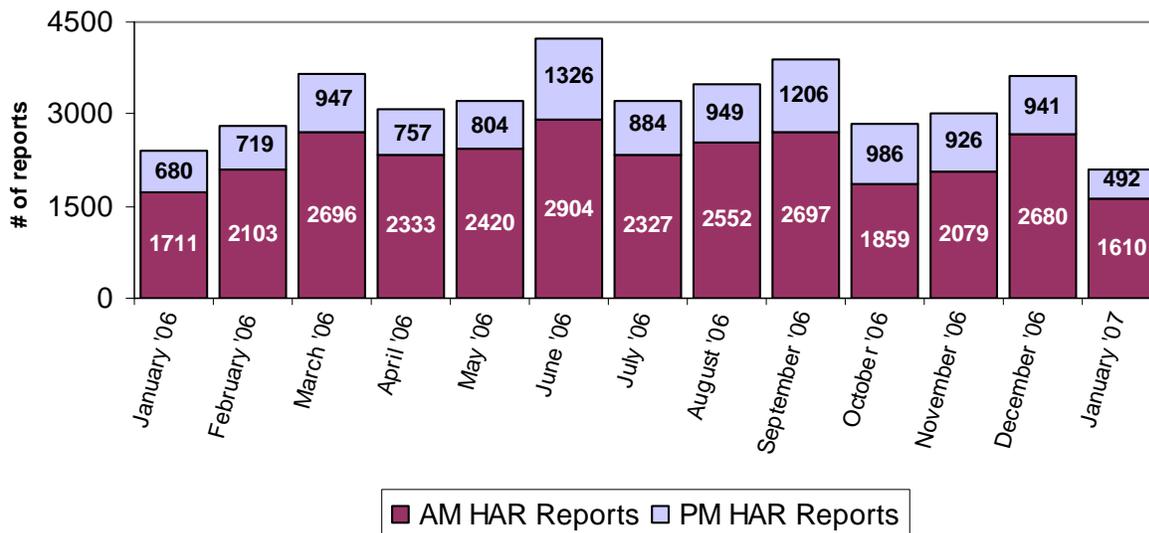


# Public Information

## Highway Advisory Radio Reports

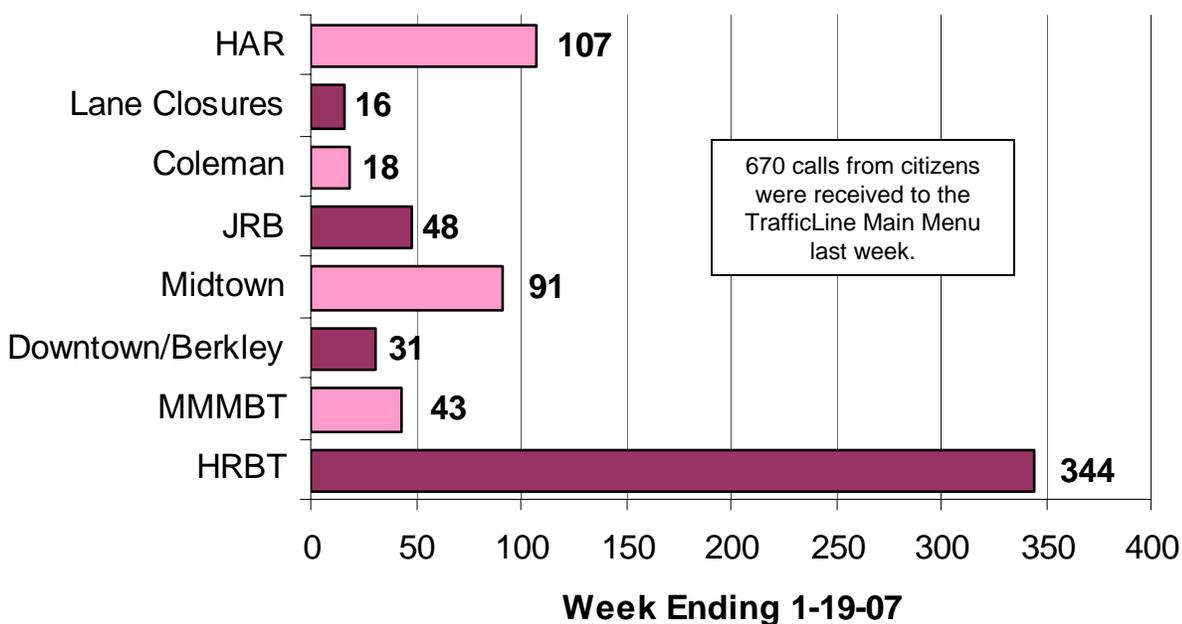
Total AM and PM Reports by Month

Current month reflects 'to-date'



## Calls Received On the Hampton Roads TrafficLine

Number of calls for...



# Data Key



## **Cover Page**

### **The number of events responded to from the Control Room last week**

Description: Shows the actual past week and yearly average event count.

Purpose: Provides a snapshot of how many events were responded to the previous Saturday through Friday. Weeks tallying many events will correlate with an increase in VOIS/511 traveler information calls.

### **The number of drivers assisted by Safety Service Patrollers**

Description: Shows the actual past week and yearly average number of SSP assists for accidents and disabled vehicles.

Purpose: Gives a snapshot view of the quantity of accident and disabled vehicle assists provided by SSP's. These assists reflect direct STC customer contact, an important part of the STC mission.

### **Field equipment responsive and preventive repairs made last week**

Description: The values shown reflect the total number of responses to field equipment corrective maintenance requests and the total number of preventive maintenance actions completed during the seven day period.

Purpose: Provides a summary view comparing the amount of corrective maintenance being completed in relation to preventative maintenance. As a general rule, a 2:1 (responsive : preventative) is a good ratio.

### **SSP truck availability last week**

Description: The percentage of the SSP vehicle fleet that was available for use last week (versus being out of service for maintenance), and a yearly average of that availability.

Purpose: The values of these number is an indicator of vehicle repair activity and is used in support of scheduling and planning activities.

### **IT Work Orders completed last week**

Description: These values provide a summary view of help desk, software maintenance, integration support and other (non-categorized) type IT systems and software work orders closed during the past week's reporting period.

Purpose: Summarizes the level of IT effort from the previous week in comparison to same period averages.

### **Press Releases by Month**

Description: These values include the total number of press releases sent to television, newspaper and radio media throughout the current month.

Purpose: Provides a comparison of the monthly number of releases to the average number. This is used to ensure the flow of information to the public.

# Data Key (continued)



## Operations

### **Number of events logged by the Control Room**

Description: This bar graph shows values for the number of events logged in the incident database for the prior week and for two weeks ago, and includes an average of the weekly values over the past year.

**\*\* Incidents** are defined as *unplanned situations adversely impacting traffic flow such as accidents, debris, disabled vehicles, and abandoned vehicles.*

**\*\* Events** are defined as *'special events' not affecting traffic, as well as the above defined 'Incidents'.*

Purpose: Shows how the current value compares to a two-week prior and an annual average value. For comparison and analysis, reveals the past week's numbers relative to "normal" levels and aids in forecasting activity levels based on seasonality, weather, holidays and/or other events.

### **Events by detection source**

Description: The bar graph provides a tally of last week's events, broken down by their detection source (Virginia State Police [VSP radio or computer aided dispatch], Control Room [CCTV], public [phone call], SSP detection [SSP], and other entity [other – i.e. field contractor, fire department, etc]).

Purpose: Permits a comparison of incidents counts sorted by the various means of incident discovery, and a historical perspective when compared with previous reports. Identifies the sources of most our incident discoveries and those sources that need to contribute greater to detection.

### **Incident Duration**

Description: The graph shows the average time duration from incident detection by a source (CCTV, Phone Call, VOIS, VSP CAD, VSP Radio, and Other) to when an SSP truck arrives on scene; the time from SSP arrival until the incident (Abandoned, Accident, Debris, Disabled) is completely cleared; and the total amount of time from initial detection to complete clearance.

Purpose: This information is used for extemporaneous audits. Allows management to review incident durations in relationship to pre-determined goals and provide a benchmark for incident response.

### **Incidents involving tractor-trailers**

Description: This line graph shows the number of incidents involving tractor-trailers last week and for previous weeks. A trend line (with its formula) has been added to identify any negative trends over time.

Purpose: Incidents involving tractor-trailers can take considerably longer to clear and thus has the capability to causing a negative affect on traffic flow and lane clearance. A high number of tractor-trailer incidents can have a negative affect on the number of incidents cleared within the 30 and 60 minute benchmark (see later in this report). Sharing this information with <FMCSA> and other agencies is very useful for development and maintenance of inter-agency relations.

### **Event by Geographic Location**

Description: This graph shows the number of events logged per locale by SSP drivers. Certain categories of events are not included in this tally because they are not defined by municipality. These categories include Bridge/Tunnel, Reversible Gates, TEOC, and VMS.

Purpose: This will aid in determining areas of high demand for SSP services and help to adjust scheduling and routes accordingly.

# Data Key (continued)



## **Operations (continued)**

### **Events by type**

Description: This graph enumerates event counts for the past week, and shows the value for each type: VMS change, unfounded (i.e. cancelled call before the SSP arrived), TEOC (service request submitted to the District's Transportation Emergency Operations Center), other (i.e. police or medical emergency), disabled (disabled vehicle), debris (i.e. ladder, mattress, road kill, etc.), condition change (manual change made to the HOV system from the control center), CBA (cleared before arrival – before an SSP arrived on the scene), accident, and abandoned (abandoned vehicle).

Purpose: This chart is used to quantify which categories of incidents most severely impact the roadways. Over time and by season comparisons are possible by examination of previous reports.

### **Events of duration greater than thirty/sixty minutes**

Description: This graph totals those events which lasted more than thirty minutes and those events which lasted more than sixty minutes in duration. Percentages of total events logged are included.

Purpose: This information is used to compare the activity levels of 'serious events' that take longer than the normal clearance time. Results can spotlight contributing factors as short staffing, inter-agency communication, and patrol route inefficiencies.

### **Total SSP Responses**

Description: The accompanying line graph displays SSP assist counts by the week.

Purpose: The graph can be used to substantiate the number of SSP responses for recent weeks. The information can be used to plan future route expansion and staffing levels.

### **SSP assists Count by Type**

Description: This pie chart shows the relative values for the major types of SSP assists last week. Types include disabled (disabled vehicles), debris (i.e. trash in roadway), accidents, unfounded (cancelled call out of an SSP), CBA (cleared before arrival), and other (i.e. traffic control for police activity).

Purpose: Provides information used for forecasting SSP vehicle equipment, tool, and consumable material (flares, batteries) needs short term and long term, and, to an extent, future staffing requirements.

### **SSP assists for each roadway**

Description: This graph shows the number of SSP assists over the past week, displayed for each freeway that the STC oversees. Also included are infrequent responses on arterial roads, bridges, and tunnels.

Purpose: Used to substantiate the number of SSP responses by freeway assignment. This information can be used to plan future patrol area expansion and definition, as well as staffing levels by roadway.

### **Total year-to-date assists by day-of-week**

Description: This chart depicts the number of SSP assists rendered for each day, for this year to date.

Purpose: Helps in planning daily staffing levels based on year-to-date activity levels by day.

### **Most active hotspots**

Description: This table shows, for four incident categories, the identifier for the most active section, last week's incident count for that section, and the percentage of the system-wide incident total that count represents.

Purpose: Review of these values permit management to detect emerging patterns and plan SSP staffing and routes in relation to those areas requiring the most attention.

# Data Key (continued)



## **Maintenance**

### **Current operational availability list**

Description: This table shows the total number of units of each equipment type (CCTV, CMS, gate, and HAR), how many are working and how many are not. The number of working units expressed as a percentage of the total units is also included.

Purpose: This information provides maintenance a clear view of the percentage of working equipment, provides operations a notion of system “eyes and ears” limitations, and provides management information as to current levels of equipment unit functionality.

### **Number of preventive maintenance repairs made by equipment type**

Description: This chart and the accompanying table show the preventive maintenance tasks completed during the past week, and weekly averages for the last year. In addition to the five main equipment categories, buildings are included.

Purpose: Helps management allocate PM resources (equipment) and keep to schedule.

### **IT Facility Maintenance Activity**

Description: This donut graph shows IT Department tasks completed during the past week for work types: corrective - “My printer is not working, please fix it”; demand – “I need a new printer”; preventive – regular PM on a schedule; transferred – “This printer is not an STC asset”; routine – a replacement printer every three years, for example.

Purpose: The breakout supports management in the allocation of staff, equipment, and budget resources at Hampton Roads STC.

### **Work Orders submitted to / serviced by IT**

Description: These bar graphs show the number of new work orders submitted to the IT Department last week, and the number that were closed (completed). Weekly average values are also graphed.

Purpose: The metric helps track IT Department workloads, in support of IT staff/resource allocation and scheduling.

### **Completed fleet service activities by type**

Description: The chart shows weekly, average, and year to date counts for vehicle maintenance services. “Cabin” denotes replacement of passenger compartment air filters; “Bio-con” denotes treatment of diesel vehicle fuel systems for algae; “Therapy” denotes a gasoline or diesel vehicle fuel treatment. Oil, air filter, fuel filter, and transmission fluid services are also represented.

Purpose: Helps to account for labor and dollars expended for vehicle service and to plan for future contract and material expenditures.

### **Average vehicle return to service duration**

Description: These numbers are an average time value representing a “return-to-service” duration; the elapsed time from arrival at the vehicle repair location until the vehicle returns to service. Values for SSP, Field Maintenance, and pool vehicles are included.

Purpose: These values also measure the performance of the repair effort and are used in scheduling SSP vehicle service and Patroller/Maintenance Staff resources.

### **STC vehicle availability**

Description: The three bar graphs show what percentage of the total SSP, maintenance, and pool vehicle fleet was available last week, and also provide an annual average for comparison.

Purpose: These numbers measure fleet service effort and success rates.

# Data Key (continued)



## **Public Information**

### **HAR Reports**

Description: Highway Advisory Radio (HAR) messages are created and updated several times during the day. This item tallies the number of HAR updates made month-to-date, and includes the values for previous months for comparison.

Purpose: The graph shows how the current value compares to past months; the count mirrors event activity on STC monitored roadways. The count is also an indicator for the effort expended in keeping the HAR message up-to-date, in order to maximize the public's usability of the HAR resource.

### **Calls Received on the Hampton Roads TrafficLine**

Description: The Hampton Roads TrafficLine was launched on Friday, December 15. This bar graph depicts the number of citizen phone calls to the trafficline in order to receive information about Hampton Roads traffic conditions at different locales.

Purpose: This information depicts the use of the trafficline and will indicate if further promotion of the program is necessary.