

Incident Management

February 28, 2017

Captain Robert Meeder #4558

District Commander

Illinois State Police – District 15



History of District 15 and the Illinois Tollway

July 13th, 1953

The Illinois State Toll Highway Act , Senate Bill 55, was approved by Governor William Stratton.

September 1956

Construction of the Tollway System Begins

January 1958

On January 28th, 1958, Captain Albert S. Hinds is named the Tollway Battalion First Commander and serves until October 1963.

September 24, 1958

The Tollway Battalion experience its first major incident. Trooper Leo Burakowski was killed in a squad accident.



Tollway System

Counties:

- Boone, Cook, Dekalb, Dupage, Kane
- Lake, Lee, McHenry, Ogle, Whiteside, Will, and Winnebago

Tollroads:

- Tri-State I94 and I294
- Reagan Memorial I88
- Jane Addams I90
- Veterans Memorial I355
- Illinois Route 390

Miles:

- 292.1 (centerline miles)
- 2,258.6 (total lane miles)
- 664 Bridges

Facilities:

- 153 (27 mainline plazas/54 Ramp)
- 16 Maintenance Facilities
- 5 Administration



District 15

- Covers 12 Counties
- 5 Zones
- 173 /196
- Fleet 220
- 10 Dedicated CVEO's
- 10 Dedicated CRO's
- 5 Motor Officers
- 5 canines



Goals / Priorities

Traffic Safety



- Improve the quality of life of our citizens through unimpeachable integrity, public service, education, and sponsorship of youth.
- Safeguard the public by assisting law enforcement, decreasing traffic fatalities and injuries, and reduce violence and crime.
- Provide leadership through innovation as a dynamic, diverse, learning organization which promotes personal and professional growth.



Goals / Priorities

Traffic Safety



DIVISION OF OPERATIONS PATROL PRIORITIES

- **Accountability**
- **Crash Reconstruction**
- **Traffic Safety**
- **Networking**
- **Information Dissemination**
- **Criminal Patrol**
- **Enforcement of Commercial Motor Vehicles**



ACT NICE



Focus / Priorities

Traffic Safety Encompasses Many Facets

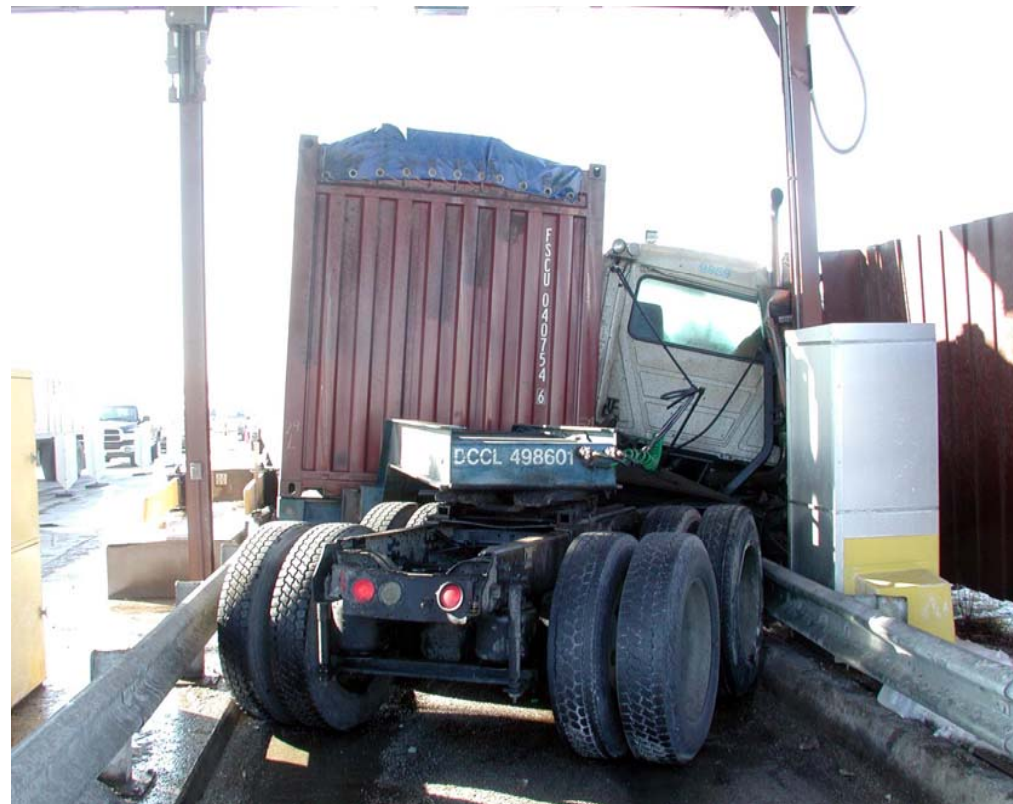
- speed enforcement
 - occupant restraint enforcement
 - alcohol enforcement
 - distracted driving enforcement
 - Scott's Law enforcement
 - commercial motor vehicle enforcement
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- There is a shared responsibility by the Illinois State Police and the Illinois Tollway to safeguard the public and the motorists.



Reasons for Incident Management



Improves highway safety
Improves responders safety
It reduces traffic congestion
It reduces emissions and enhances environmental conditions



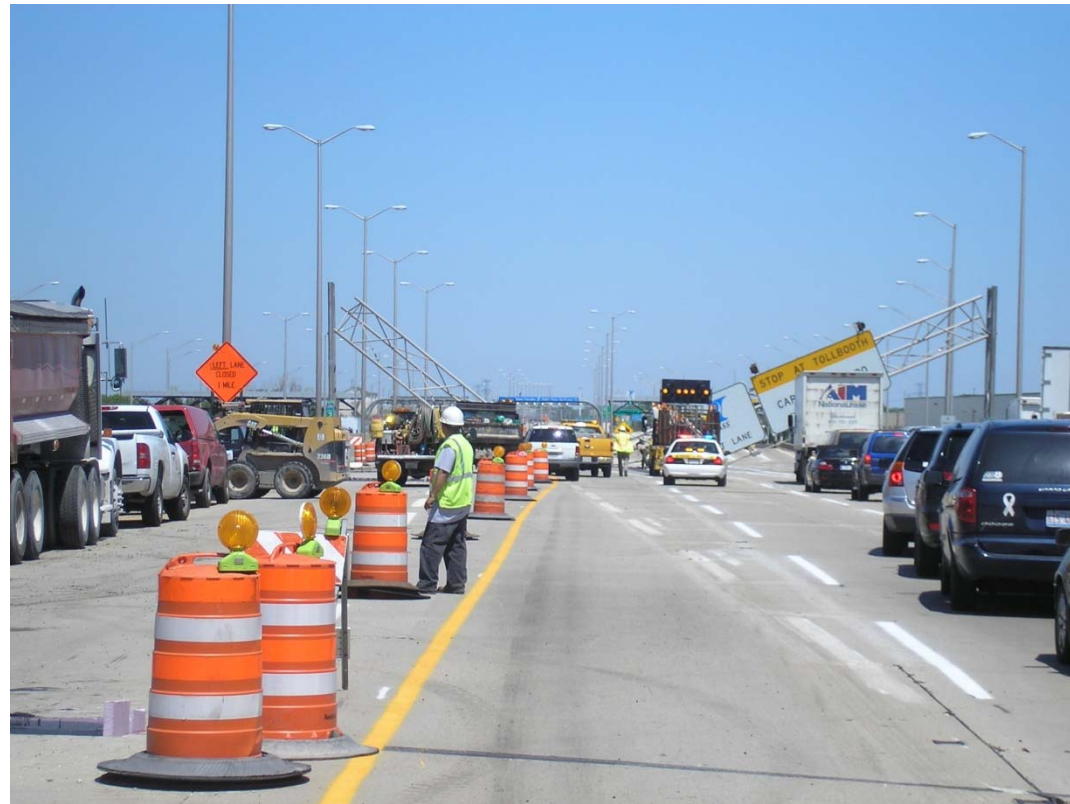
The 3 C's of Traffic Incident Management



Communication

Coordination

Cooperation



Communication

Motorola 800
Radios

It is a tool for
assisting and
locating incidents

Interactions at the
scene

Post incident
review

Mutual field visits
to facilities



Coordination

- Set-up unified command
- Identify the leaders; meet face to face
- Assess resources needed and available
- Determines staging areas for ancillary equipment
- Allow time and opportunity to get the job done
- Determine efficient exit strategy mitigate the impact



Cooperation



Take a team approach to incident resolution

Be aware of the needs of others

Maximize safety of the responders

Maximize the efficiency of operations

Provide highest level of safety to the motoring public



Traffic Incident Management System



- Assist with incident detection and confirmation
- Notify other agencies and LMIGA of incidents as required
- Monitor and report effects of construction on traffic
- Communicate to the public through the Media and with changeable/dynamic message signs



Elements of Incident Management



Notification
Detection
Confirmation
Communication
Response
Site Management
Clearance



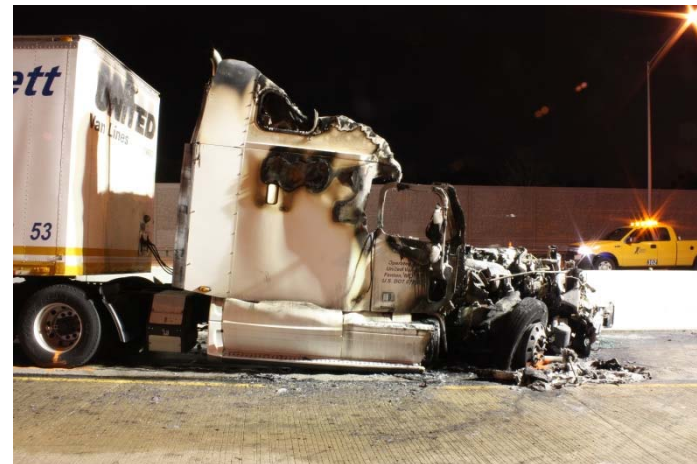
Scene Management

Jurisdictional Priority

- Fire
- Police
- Toll Authority
- Department of Labor

Crime Scene

- Additional time road will be closed



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Safety Measures - ANSI Safety Vests

Class 2 ANSI Safety Vest

American National Standards Institute (ANSI)

A [Class 2 vest](#) is intended for working environments that pose a greater risk. This can include workers who are on a roadway where traffic is moving under 50 mph. These vests are larger than their class 1 counterparts because they require more high visibility and reflective areas to be present. A Class 2 vest must have at least 775 inches of safety yellow or safety orange background material and 201 square inches of reflective striping

Class 3 ANSI Safety Vest

Class three vests are reserved for people working in the most dangerous environments where visibility is the highest priority. This includes roadways where traffic is traveling in excess of 50mph, but it can also apply to emergency personnel or tow truck operators working in blizzard or hurricane conditions where visibility is at a minimum.

A Class 3 [ANSI safety vest](#) is the largest of the ANSI vests because it requires the most background fabric and reflective striping. Because a class 3 vest requires a whopping 1,240 inches of safety yellow or safety orange background and 310 square inches of reflective striping, it often resembles a short sleeve t-shirt more than a traditional vest.



Safety Cones



Collapsible Safety Cones

Easily stored in vehicles.

Each set includes four 3 foot mesh cones with two reflective rings and a 5 pound base to assist with traffic control



Emergency Lighting Patterns

Emergency Lights / Configurations and Flash Patterns

- reduce blue emergency lights, increase red and clear warning lights to support ISTHA maintenance lighting configuration
- add Steady Flash feature to all squads equipped with light bars to help minimize distraction and confusion at critical incidents, reduce gapers delay, additional crashes. Control front and rear light cut off of LED's.



Secondary Crashes



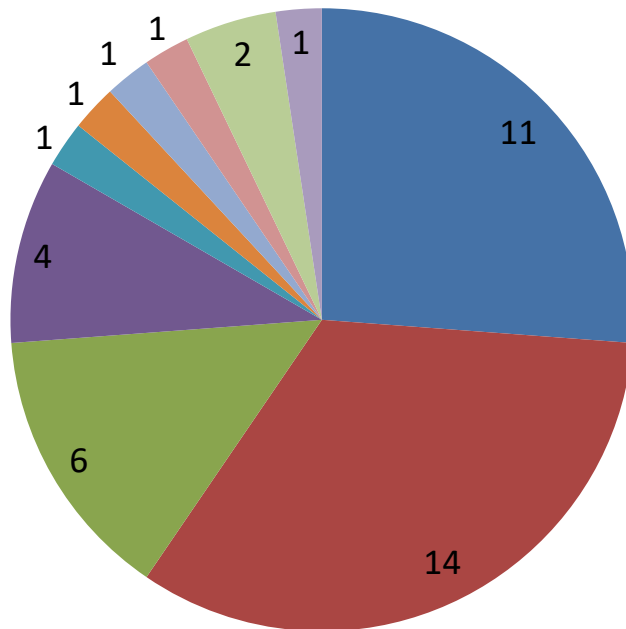
Crashes that result from secondary incidents are estimated to be 20% of all crashes

Chances of a secondary crash increase by 2.8% for each minute the primary incident is not cleared

These secondary crashes are estimated to cause 18% of all deaths on highways



District 15 Traffic Crash Fatalities CY-2016



Causes are not mutually exclusive

- Speed/Failure to Reduce
- Improper Lane Use
- DUI/Alcohol Related
- Driver Skill/Abilities
- Cell Phone Use Other Than Texting
- Following Too Closely
- Vision Obscured
- Improper Turning/No Signal
- Driving on wrong side/wrong way
- Evasive Action
- Other



Shared Burden of Responsibility



The Illinois Tollway and the Illinois State Police share the same burden of responsibility to ensure the safety of all employees.



Ultimate Sacrifice

- Trooper Leo Burakowski
- Trooper Chong Soo Lim
- Trooper James Sauter
- ISTHA Vincent Petrella



Questions?



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THANK YOU

