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| T2 Alt blueTraining and Technical Assistance Center University of Connecticut |

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| To: | CRCOG TIM Coalition |
| From: | Tess Schwartz, PE, PTOE – Traffic Signal Circuit Rider |
| Date: | August 25, 2021 |
| Re: | Utilizing Traffic Signals for Traffic Incident Management |

Overview of findings from discussions with Traffic Signal Circuit Rider advisory committee members:

* Incident traffic signal timing plans may be developed ahead of time and implemented upon request. (For example, along detour routes to provide greater capacity for detoured traffic from the highway). This would temporarily impact the delay experienced on side streets during implementation but would have a lesser impact to overall delay and potential for collisions than putting signals in flash.
* Emergency evacuation timing plans may be developed ahead of time for detour routes and implemented upon request (for example, prioritizing traffic traveling away from the coastline on major thoroughfares). This would temporarily impact the delay experienced on side streets and in the opposite direction of the evacuation route during its implementation.
* Adaptive traffic signal control systems automatically change timings on a near real-time basis using traffic volume data from detectors. Some municipalities have or will have these systems in place.
* Changes to traffic signal timings would have a more significant impact in helping to shorten long-duration incidents than those of shorter duration.
* Communication between incident command and local traffic signal professionals is not always occurring. Several locals noted that police placed traffic signals into flash with no notification when the engineer could have made timing changes on the fly to keep the signals operating in a safer manner if it had been requested.
* Municipalities with more advanced traffic signal programs are generally using the same software for their central signal systems. They have the capability to share data across jurisdictional boundaries, but currently do not. Putting this communication in place may be helpful if a detour or evacuation route utilizes local roads in more than one town.