

North/West Passage: DMS Locations, Messages and Procedures

May 19-20, 2011



State	1. - 3. Number of DMS with locations on following tabs/map	4. Who operates the DMS – one or multiple centers, maintenance / traffic / law enforcement staff, etc?	5. Are written procedures available for operating DMS within your state?	6. What are the hours of operation during which staff could activate DMS?	7. Do you have any existing arrangements with bordering states to coordinate DMS for events in each other's states?	7a. a. If yes, which states?	7b. b. For what type of events (i.e., major crashes, road conditions, etc.) do you coordinate DMS with other states?	7c. What process – formal or informal – do you follow for coordinating DMS activation with other states?	7d. Do you allow other states to activate your DMS (or do you activate their DMS)?	8. Do you have written guidelines for messages posted to DMS?
Washington	74	TMC	Yes	24/7	Yes	OR, ID	OR-Full coordination	Formal	Yes-OR	Yes
Idaho	7	State Communications Center	Yes	24/7	Yes	OR, MT, WA, WY, UT	Closures and major incidents	Telephone	No	Yes
Montana	10	Maintenance	Yes; outdated	24/7 if needed	Yes	ID, ND	Road closures; major incidents	Telephone	No	Yes; outdated
Wyoming	-	TMC, district	No; class training	24/7	Yes	UT, ID, CO, NE	Crashes, closures, Amber Alerts, restrictions, road	Informal	No	No
North Dakota	15	Maintenance, district	Yes	24/7 if needed	Yes	MN, MT	Major closures	Informal	No	Yes
South Dakota	18	Maintenance, engineering	Yes	24/7	Yes	IA, WY, MN, ND	Winter road conditions	Informal	Yes-IA at Sioux City	Yes
Minnesota	69	RTMC/TOCC traffic, maintenance, state patrol	Yes; draft	24/7	Yes	ND, SD, IA, WI	Mostly weather related closures	Informal; telephone	No	Yes; draft
Wisconsin	14	Statewide TOC in Milwaukee	Yes	24/7	Yes	IL	Traffic incidents	Informal	No	Yes

State	8a. If yes, could we get a copy of them?	8b. Do you know if or what standards were referenced in their development (i.e., Traffic Management Data Dictionary,	9. Are all messages pre-defined or chosen from a menu of options?	10. If free text is allowed, are there guidelines for its use?	11. Do you post national safety campaign messages (i.e., Click It or Ticket)?	11a. If yes, which campaigns do you post messages for?	11b. How long do you post the message for?	12. What level of change are you willing or capable of supporting among operational procedures to support coordinated DMS activation with other states?	13. What barriers might there be to making these changes?
Washington	Received	None	Both	No	Yes	Click It or Ticket, Drunk Driving, Chain	Length of campaign	Very willing	Common policies
Idaho	Not received	None	Pre-defined	Yes; when approved by district	Yes	All	Varies; not during commute	Negotiable	Getting district approval
Montana	-	TMDD	Both	Yes; outdated	Yes	Click It; Work Zone Safety	Varies	Very interested	Internal issues
Wyoming	-	None	Both	Yes; informal	Yes	Click It or Ticket, Don't Drink and Drive, Motorcycle	Less than 1 week	Flexible	Resistance to change
North Dakota	Received	None	Both	Yes; for construction	Yes	Seasonal; Click It; Texting	Day ahead; holiday weekends	Supportive	District separation
South Dakota	Received	TMDD	Both	Yes	Yes	Unsure	Unsure	Willing to develop core messages	Workload
Minnesota	Received	MUTCD	Both	Yes	Yes	Click It; DWI; motorcycles	1-2 days before and through event	Pretty open; recognize value to travelers	Lack of awareness; play it safe
Wisconsin	Received	None	Both	Yes	No	-	-	Willing	Minimal resources