

Webinar Summary

Traffic Operations Performance Management National Peer Exchange



Monday, December 16, 2013

This was the second of two web meetings completed as part of the Wisconsin DOT's Traffic Operations Performance Management System (TOPMS) project. The first web meeting focused on neighboring and regional agencies. This second one was of a national scope. The slides from this webinar, as well as other project material and resources, are available at <http://www.topslab.wisc.edu/its/topms/>, and readers of this summary who wish to learn more are encouraged to look at that link.

The objective of this webinar was to learn best practices by exchanging lessons learned with agencies and industry that have had success elsewhere in the country.

Agenda (central time):

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| 10:00-10:05 | Welcome and Introductions, Peter Rafferty, Wisconsin TOPS Lab |
| 10:05-10:15 | Project Background and Rationale, Current Wisconsin DOT Practice, Liz Schneider, State Freeway Operations Engineer, WisDOT Bureau of Traffic Operations |
| 10:15-10:25 | National Context and MAP-21 Framework, Anita Vandervalk, Principal, Cambridge Systematics |
| 10:25-11:05 | Peer Agency Best Practices
Florida DOT, Elizabeth Birriel, Deputy State Traffic Operations Engineer
RTC of Southern Nevada, Brian Hoeft, Director of FAST (Freeway and Arterial System of Transportation)
Private Sector, Dan Krechmer, Principal, Cambridge Systematics |
| 11:05-11:25 | Best Practices Q & A |
| 11:25-11:30 | Wrap Up and Adjourn |

Following an introduction and background from the Wisconsin DOT, Cambridge Systematics (CS) set the state with an overview of the national framework and context, including the new MAP-21 requirements, varying approaches in deliberation, and the anticipated timeframe for the FHWA rulemaking (perhaps early 2014) and deadlines for agencies to report (perhaps early 2015) and set targets (perhaps early 2016).

The Florida DOT and the Las Vegas FAST program shared their activity in performance measurement and reporting, and to some extent the full cycle of performance management. CS then presented on select best practices from their research of private sector performance management. Case studies included WalMart, United Airlines, Samsung, and Clorox, followed by remarks about the interplay with Connected Vehicle data.

Outcomes of the webinar included an increased awareness and knowledge among participants of current efforts and activities related to performance management, and specific ideas for Wisconsin DOT to consider in their own development of a traffic operations performance management system. As examples, pros and cons of relying on or utilizing different types of data, methods and levels of effort for incorporating incident or traffic event effects on travel delay and reliability, and suggestions for how a successful traffic operations performance dashboard or report may appear and what it may entail.