



Traffic Operations Performance Management Peer Exchange

***Monday, December 16, 2013
Webinar***



Introductions and Objective

Introductions

Objective: Learn best practices by exchanging lessons learned with agencies and industry that have had success elsewhere in the country.



Agenda

Central Time

- 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, Wisconsin DOT
- 10:15-10:25 National Context and MAP-21
 Anita Vandervalk, Cambridge Systematics
- 10:25-11:05 Peer Agency Best Practices
 Florida DOT, Elizabeth Birriel
 RTC of Southern Nevada, Brian Hoeft
 Private Sector, Dan Krechmer
- 11:05-11:25 Best Practices Q & A
- 11:25-11:30 Wrap Up and Adjourn

Urban freeway congestion

MAPSS
Performance
Improvement



LOS D



LOS E



LOS F

Summary

2009

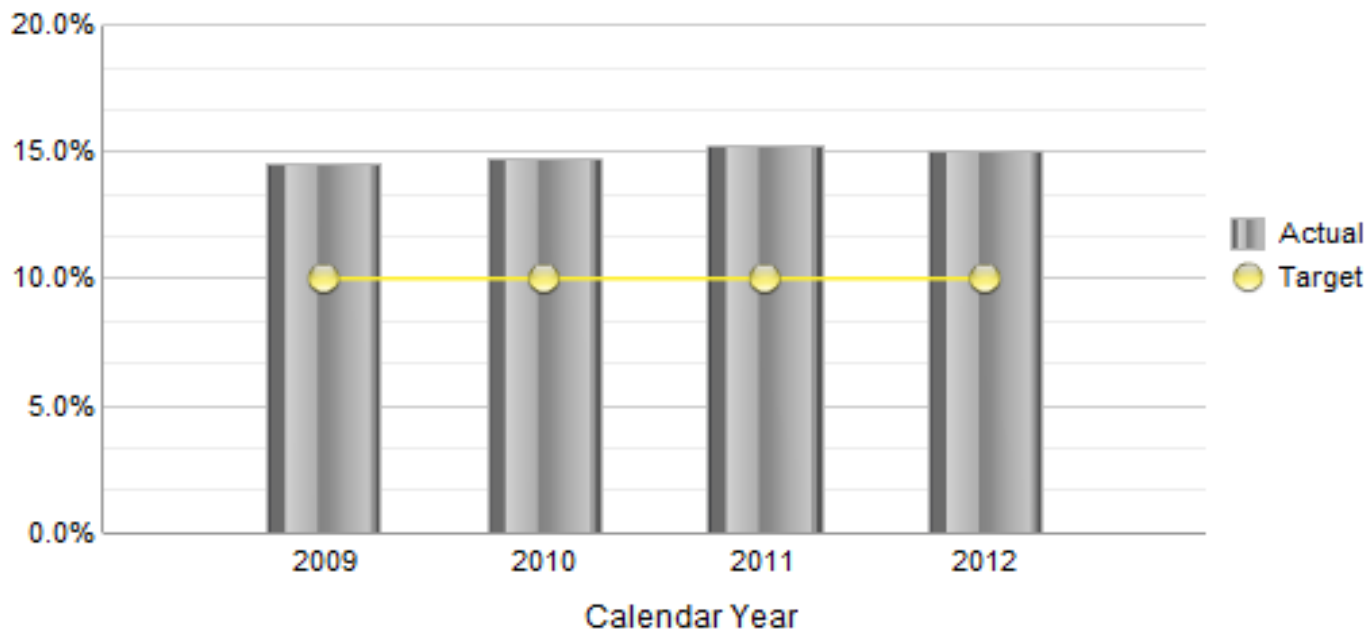
2010

2011

2012

Urban Freeways with Serious Congestion

High LOS D and Greater (a lower number is better)



Level-of-Service (LOS) is a nationally recognized measure used to describe how traffic is operating on a given highway. LOS on a freeway is characterized by the traffic speed, proximity to other vehicles, and

How is this measure trending?

Favorable



Mobility: Delivering transportation choices that result in efficient trips and

Congestion on urban freeways limits mobility and can have detrimental effects on the economy, as well as increasing the risk of traffic accidents. Our goal is to reduce the percentage of urban freeway miles with moderate, severe or extreme congestion to 10 percent.

For more Information:

[About Measure](#)

[Scorecard](#)

MAPSS Performance Improvement program

[Mobility](#)

[Accountability](#)

[Preservation](#)

[Safety](#)

[Service](#)

[Additional measures](#)

[Archives](#)

[Lean government](#)

[Contacts](#)

Urban freeway congestion



LOS D



LOS E



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Summary

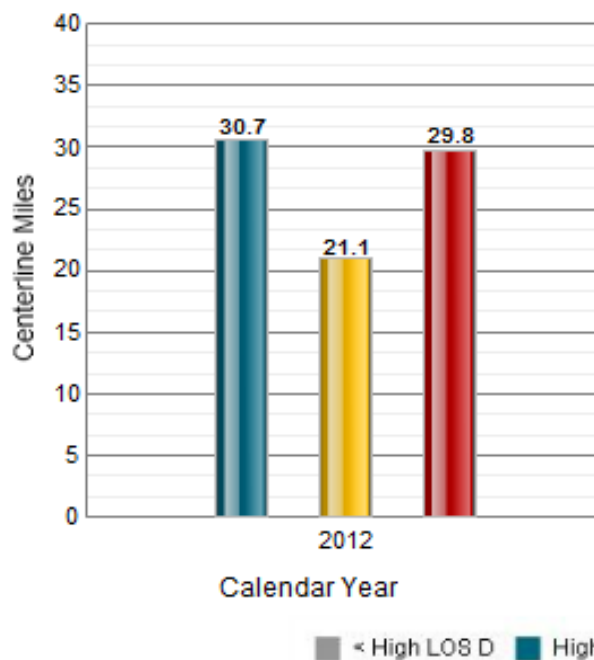
2009

2010

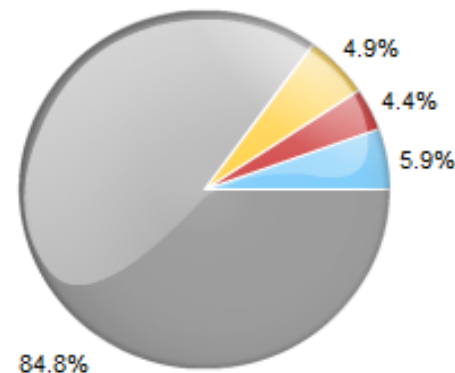
2011

2012

Congested Urban Freeway Miles



Percent of Freeway Miles by LOS



How is this measure trending?

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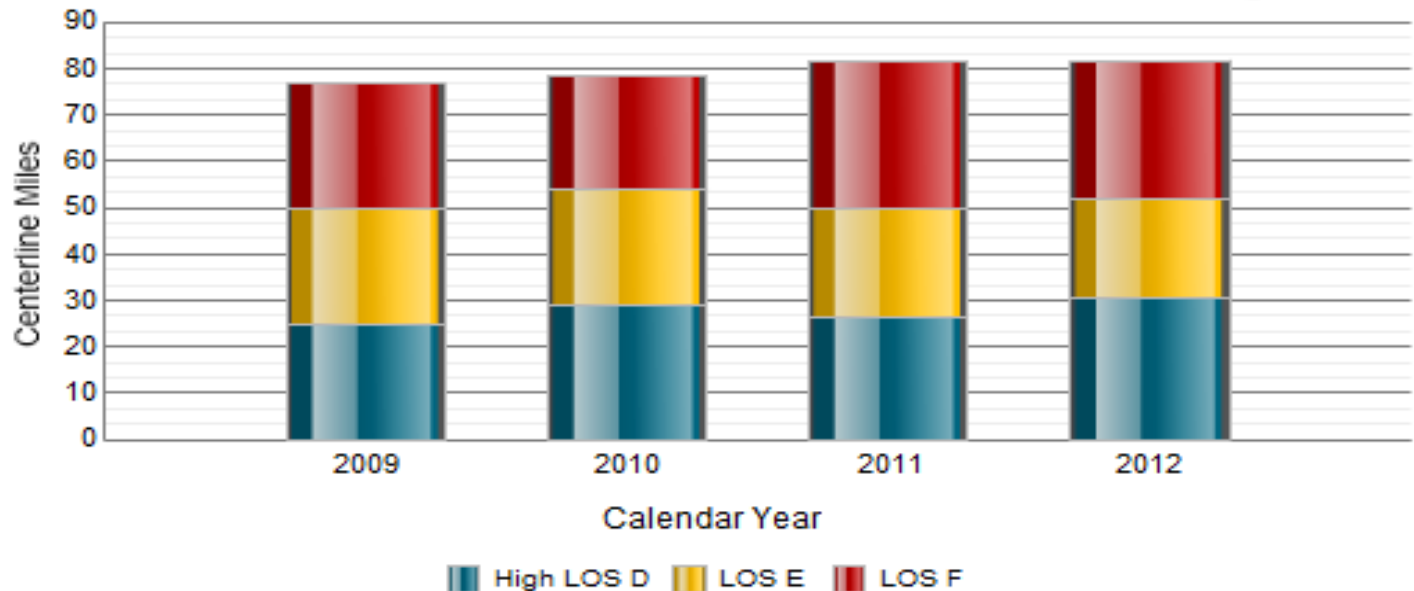
2012

Urban Freeways with Serious Congestion

High LOS D and Greater (a lower number is better)

○ Percent

● Miles



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For more Information:








[About Measure](#)

[Scorecard](#)

October 2013

Wisconsin Department of Transportation MAPSS Performance Scorecard

 Goal has been met
  Performance is trending in a favorable direction
  Trend is holding
  Performance is trending in a unfavorable direction

Performance measure	How we measure it	Current report period	Goal	Goal met	Trend	Comments
Mobility: Delivering transportation choices that result in efficient trips and no unexpected delays.						
Urban freeway congestion Calendar year 2012	Percent of urban freeway with serious congestion	15.0	10.0			The measure is based on the percent of urban freeway miles at a mid-level of service (LOS D) or worse (a lower value is better).
Transit availability Calendar year 2012	Percent of population served by transit	54.0	75.0			Economic factors affecting this measure include rate of inflation in relation to funding.
Bicycle accommodation Calendar year 2012	Percent of state highway miles with bicycle accommodation	69.0	100 percent, except where prohibited			Increasing percentage of bicycle accommodations is mostly due to the paving and widening of shoulders.
Incident response Calendar year 2012	Average time to clear full closures on the interstate	4 hrs. 09 min.	Decrease response time by 5 percent compared to the prior year.			From 2011 to 2012 average incident clearance time was reduced 10 percent, exceeding the annual target.
Winter response State fiscal year 2013	Percentage to bare-wet within a specific time period after a storm	70 for 18-hr roads; 75 for 24-hr roads	70.0 within specified time			18-hour roadways are typically maintained from 4 AM to 10 PM when conditions warrant. 24-hour roadways are maintained 24 hours a day when conditions warrant.



Wisconsin Traffic Operations and Safety Laboratory

[TOPS](#)[ITS HOME](#)

Wisconsin DOT Traffic Operations Performance Management System (TOPMS)

[Back to TOPMS](#)

Wisconsin Traffic Data Inventory Summary

1. Introduction

An early task in the Wisconsin Department of Transportation (WisDOT) TOPMS project was to compile a summary scan of internal data sources that have at least some potential bearing on traffic operations performance management. The scope of this task does not include detail on the many and varied sources of data from other providers, although some are mentioned below for completeness. This data sources inventory is intended to be a living online resource not only for the TOPMS project but for use by others.

The organization of this begins with a summary table, followed by brief descriptions of each source within data type categories. Use the table of contents at right to skip down to a section of interest.

Chief among the resources available to obtain traffic operations data is the WisTransPortal transportation data hub. Hosted by the Wisconsin TOPS Lab, this is the central source for traffic operations, safety, and intelligent transportation systems (ITS) data, archiving, and real-time services for Wisconsin highways. Because of its prominent role in this performance management project, unfamiliar readers are encouraged to first familiarize themselves with some basics about the WisTransPortal by starting here: [About WisTransPortal](#).

Those interested in learning more about where ITS devices and communications are located through the state should start at [Wisconsin ITS Inventory](#).

All questions, corrections, and suggestions related to this page should be directed to inventory@topslab.wisc.edu.

- 1. Introduction
- 2. Summary Table
- 3. Data Background
 - Data Standards
 - Data Geography
- 4. Data Sources
 - Traffic
 - FHWA NHS Probe Data
 - MetaManager
 - Private Data Providers
 - TRADAS
 - V-SPOC
 - Crashes
 - MetaManager (crashes)
 - MV4000 Crash Data
 - Safety Data Portal
 - Related Sources
 - Road Weather
 - Incidents and Closures
 - Real-Time XML
 - Specific Projects
 - Cameras
 - DMS
- 5. Other Agencies
 - GTIS
 - Neighboring States
 - Illinois DOT
 - Illinois Tollway
 - Iowa DOT
 - Michigan DOT
 - Minnesota DOT
 - National Data



Contacts

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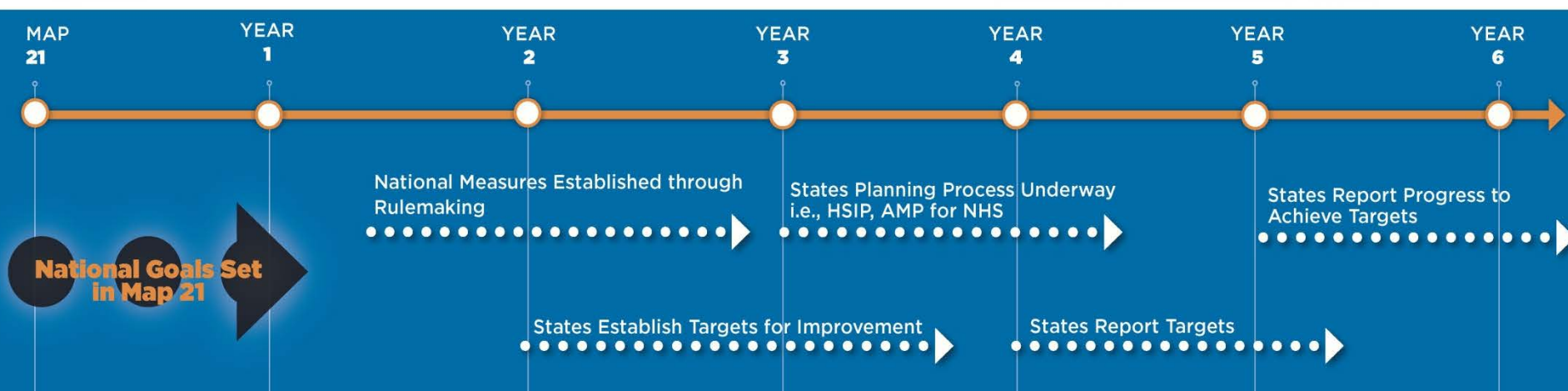
HOW WILL IT BE IMPLEMENTED?

- National goal areas are identified in MAP-21
- USDOT will establish measures with input through rule making
- States and MPOs set targets that reflect measures
- State and MPO planning process will guide program and project selection to help achieve targets
- States and MPOs report to USDOT on progress toward achieving targets
- USDOT will assess progress towards achieving targets



TIMELINE




PERFORMANCE ELEMENTS OF MAP 21





Transportation Performance Management

GENERAL SCHEDULE for IMPLEMENTATION

Readiness STATUS	Readiness STATUS	Readiness STATUS
		
Safety Measure Areas	Pavement/Bridge Measure Areas	Other Measure Areas
Serious injuries per VMT Fatalities per VMT Number of Serious Injuries Number of Fatalities	Pavement Condition on the Interstate Pavement Condition on non-Interstate NHS Bridge Condition on NHS	Traffic Congestion On-road mobile source emissions Freight Movement Performance of Interstate System Performance of Non-interstate NHS

