

North/West Passage

Real-time System Management Information Program

NWP Project 6.2 – 23 CFR 511 Final Rule

November 23, 2011

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Background - Legislation

- SAFETEA-LU, Subtitle B, §1201
 - *Real-Time System Management Information Program*
- Establish a real-time system management information program in all states
- Monitor traffic & travel conditions of the major highways
- Share information to address congestion problems and facilitate traveler information.



Rule Timeline

- **January 14, 2009**
 - Notice of proposed rulemaking (NPRM)
 - Request for comments
- **November 8, 2010**
 - Final rule
 - Request for comments
- **July 19, 2011**
 - Summary of responses to request for comments

- **November 8, 2014**
 - Interstate coverage completed
- **November 8, 2016**
 - Metro routes of significance completed



Provisions of the Rule

- 23 CFR Part 511 (1/2)

- **Two-stage implementation**
 - All Interstates within 4 years (November 8, 2014)
 - Other metropolitan “Routes of Significance” as identified by States in collaboration with local agencies within 6 years (November 8, 2016)
- **Information to be made available**
 - Construction lanes closures
 - Road- or lane-blocking traffic incidents
 - Hazardous conditions and road or lane closures due to adverse weather
 - Travel times (in Metropolitan areas)
- **“Metropolitan” defined as greater than 1 million**
Currently defined by MSA, list of 49 in NPRM
 - Kansas City, Oklahoma City, St. Louis



Provisions of the Rule

- 23 CFR Part 511 (2/2)

- **Timeliness of information**
 - Construction & Incident information within 20 minutes / within 10 minutes in Metro areas
 - Adverse weather conditions within 20 minutes
 - Travel times within 10 minutes

- **Quality measures**
 - Accuracy of 85%
 - Availability of 90%



Not in the Rule

- No requirement for dissemination to general public, use of specific technologies or specific applications
- No method identified or discussed for measuring accuracy or other quality metrics
- No specific (i.e., new) enforcement actions
 - Usual Federal oversight, stewardship actions

Follow-Up Activities

- Refine guidelines related to roadway coverage in metropolitan areas
 - MSA geographic coverage too broad in most cases since MSA is for statistical reporting purposes
 - Planning boundaries may be more practical, with allowance for requesting exceptions
- Revisit temporal coverage for travel time information
 - Overnight hours may experience very little variation or even detection (i.e., no vehicles)

Requirements Summary

| Information | Coverage | | |
|--|---|---|---|
| | Interstates – Outside Metro | Interstates – Within Metro | Metro Area <u>RoS</u> |
| Construction – Any lane closure of duration exceeding latency requirement, not short-term or intermittent | 20 minute latency from time of closure | 10 minute latency from time of closure | 10 minute latency from time of closure |
| Incidents – Any lane blocking incident | 20 minute latency from time of verification | 10 minute latency from time of verification | 10 minute latency from time of verification |
| Road Weather – Hazardous conditions or lane closures/blockages due to weather | 20 minute latency from observation | 20 minute latency from observation | 20 minute latency from observation |
| Travel Times | N/A | 10 minute latency from calculation | 10 minute latency from calculation |
| Deadline | November 8, 2014 | November 8, 2014 | November 8, 2016 |

