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.
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 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.
Urban freeway congestion

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Urban Freeways with Serious Congestion
High LOS D and Greater (a lower number is better)

Centerline Miles

Calendar Year

2009: 70% High LOS D, 20% LOS E, 10% LOS F
2010: 65% High LOS D, 25% LOS E, 10% LOS F
2011: 60% High LOS D, 30% LOS E, 10% LOS F
2012: 55% High LOS D, 35% LOS E, 10% LOS F

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For more Information:

About Measure
Scorecard
## Wisconsin Department of Transportation
### MAPSS Performance Scorecard

**October 2013**

<table>
<thead>
<tr>
<th>Performance measure</th>
<th>How we measure it</th>
<th>Current report period</th>
<th>Goal</th>
<th>Goal met</th>
<th>Trend</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility:</strong> Delivering transportation choices that result in efficient trips and no unexpected delays.</td>
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<tr>
<td>Urban freeway congestion</td>
<td>Percent of urban freeway with serious congestion</td>
<td>15.0</td>
<td>10.0</td>
<td>✓</td>
<td>✓</td>
<td>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).</td>
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<tr>
<td>Calendar year 2012</td>
<td></td>
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<tr>
<td>Transit availability</td>
<td>Percent of population served by transit</td>
<td>54.0</td>
<td>75.0</td>
<td>✓</td>
<td>✓</td>
<td>Economic factors affecting this measure include rate of inflation in relation to funding.</td>
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<tr>
<td>Calendar year 2012</td>
<td></td>
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<tr>
<td>Bicycle accommodation</td>
<td>Percent of state highway miles with bicycle accommodation</td>
<td>69.0</td>
<td>100 percent, except where prohibited</td>
<td>✓</td>
<td>✓</td>
<td>Increasing percentage of bicycle accommodations is mostly due to the paving and widening of shoulders.</td>
</tr>
<tr>
<td>Calendar year 2012</td>
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<tr>
<td>Incident response</td>
<td>Average time to clear full closures on the interstate</td>
<td>4 hrs. 09 min.</td>
<td>Decrease response time by 5 percent compared to the prior year.</td>
<td>✓</td>
<td>✓</td>
<td>From 2011 to 2012 average incident clearance time was reduced 10 percent, exceeding the annual target.</td>
</tr>
<tr>
<td>Calendar year 2012</td>
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<tr>
<td>Winter response</td>
<td>Percentage to bare-wet within a specific time period after a storm</td>
<td>70 for 18-hr roads; 75 for 24-hr roads</td>
<td>70.0 within specified time</td>
<td>✓</td>
<td>✓</td>
<td>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.</td>
</tr>
<tr>
<td>State fiscal year 2013</td>
<td></td>
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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.
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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

MAP 21 YEAR 1

- National Measures Established through Rulemaking

YEAR 2

- States Planning Process i.e., HSIP, AMP for NHS Underway

YEAR 3

- States Establish Targets for Improvement

YEAR 4

- States Report Targets

YEAR 5

- States Report Progress to Achieve Targets

YEAR 6

- National Goals Set in Map 21

PERFORMANCE ELEMENTS OF MAP 21
GENERAL SCHEDULE for IMPLEMENTATION

**Readiness STATUS**

**Safety**
- Measure Areas
  - Serious injuries per VMT
  - Fatalities per VMT
  - Number of Serious Injuries
  - Number of Fatalities

**Pavement/Bridge**
- Measure Areas
  - Pavement Condition on the Interstate
  - Pavement Condition on non-interstate NHS
  - Bridge Condition on NHS

**Other**
- Measure Areas
  - Traffic Congestion
  - On-road mobile source emissions
  - Freight Movement
  - Performance of Interstate System
  - Performance of Non-interstate NHS
Calendar Year 2012
- Q4
- Q4

Calendar Year 2013
- Q1
- Q2
- Q3
- Q4

Calendar Year 2014
- Q1
- Q2
- Q3
- Q4

Calendar Year 2015
- Q1
- Q2

Single Effective Date for all Measure Areas

- Safety Performance Measure Areas
- Pavement/Bridge Performance Measure Areas
- Other Performance Measure Areas