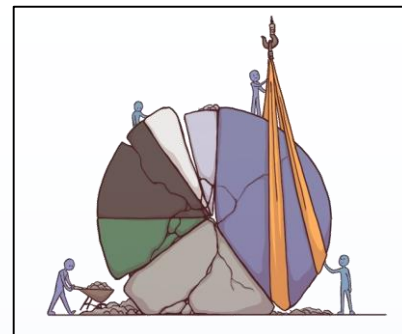




“We need to build a new tool to determine causes of congestion”

Since 2004, six sources of congestion have been used both nationally and internationally to justify operations programs and funding for congestion mitigation strategies (countermeasures) ranging from freeway service patrols to traveler information to connected and automated vehicles. While the 2004 study provided critical insights, we are relying on outdated information to shape our policy and investment decisions



► Project Objectives



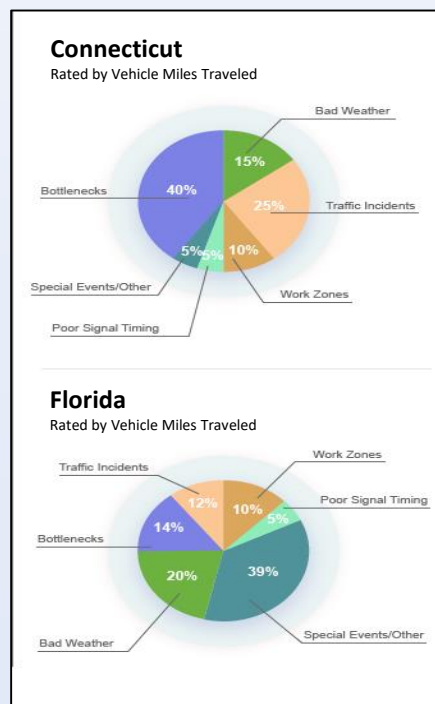
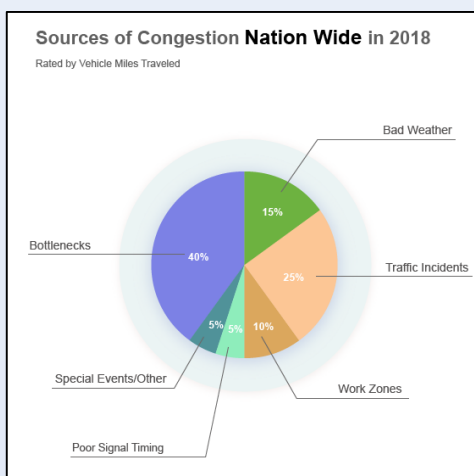
- ✓ Develop and promote the use of an online tool for transportation analysts to access, analyze and visualize data for monitoring and evaluating transportation network disruptions and disasters
- ✓ Adjust operational strategies to focus on larger sources of disruptions
- ✓ Help the freight industry manage operations and reduce costs
- ✓ Compare neighboring state results to identify best management practices to share
- ✓ Make the case for TSMO through quantifying the benefits of reducing the effect of disruptions
- ✓ Provide federal guidance for informed national level decisions related to the performance of the transportation network
- ✓ Improve communication with the public, policy makers, the media, and other stakeholders

► TDADS Overview

The Bureau of Transportation Statistics selected the I-95 Corridor Coalition in partnership with the CATT Lab to create the TDADS Program. TDADS is envisioned as a national system that contains data, statistics, dashboards, tools and visualizations for use in the analysis and understating of multimodal interstate and inter-regional transportation system disruptions.

New National & State Specific Pie Charts

** Draft conceptual representations



I-95 Corridor Coalition Transportation Disruption and Disaster Statistics (TDADS)



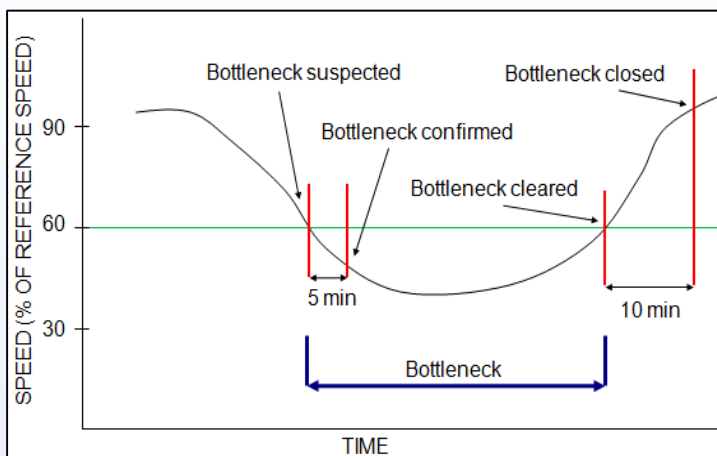
► The TDADS Steering Committee: We Want You!

The Steering Committee will guide the development of TDADS to ensure the tool is useful to practitioners. Members will include State DOTs, MPOs and key federal partners. The Steering Committee will meet by web to three times per year.

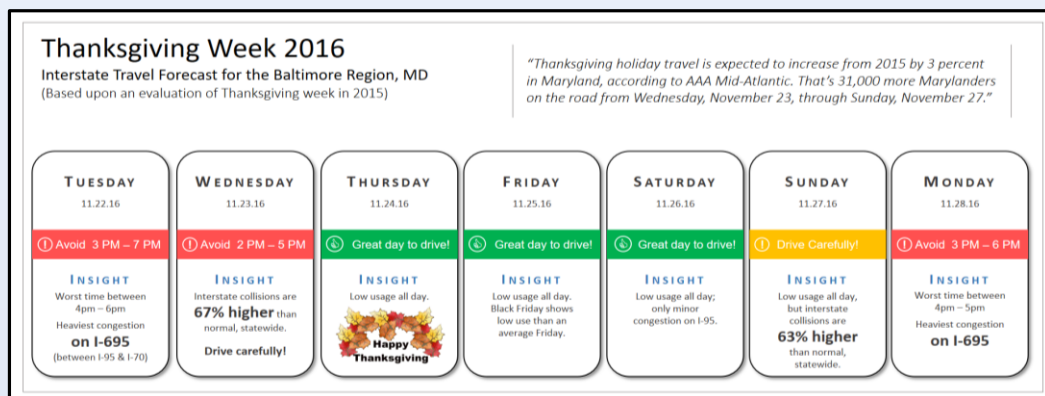
► Steering Committee Role:

1. Identify and prioritize the causes of congestion that will be used to build the tool
2. Assess the terminology and the definitions that will form the tool's foundation (e.g. how do we best define congestion?)
3. Provide feedback on preliminary results
4. Assess the feasibility of expanding TDADS to a multimodal tool
5. Advance the use of TDADS in the transportation field

Should this be the definition of congestion?



Understanding causes of congestion will allow for better travel forecasting during anticipated heavy traffic movements.



► Principal Investigator

Patricia Hendren, PhD
I-95 Corridor Coalition
phendren@i95coalition.org



► Co-Project Manager

Denise Markow, PE
I-95 Corridor Coalition
dmarkow@i95coalition.org

► Co-Principal Investigator

Michael Pack
Center for Advanced Transportation Technology Lab (CATT Lab)
packml@umd.edu



► Co-Project Manager

Mark Franz, PhD
Center for Advanced Transportation Technology Lab (CATT Lab)
mfranz1@umd.edu