



TSMO Performance Measure Web Meeting Follow-Up - September 2020

Thanks to those who participated in the TSMO Performance Measures Web Meeting held on August 27, 2020. Please click on the links below for more information about the event or visit the TSMO Section of the new website (<https://tetcoalition.org/projects/tsmo-events-webinars/>) on the Webinars tab.

- [Presentation With Audio](#)
- [Slides Only](#)
- [Question and Answer Summary](#)

FHWA - State Performance Dashboard & Reports Website

Denise Markow of the Eastern Transportation Coalition set the stage for this web meeting by highlighting the Federal Highway Administration Performance Dashboards and Reports Website (<https://www.fhwa.dot.gov/ipm/reporting/state/>). This website contains an overview of how states are performing across different highway metrics including safety, infrastructure, congestion, reliability (highway and truck travel), emissions reduction, and congestion. A map on the website allows users to click on a selected state to see how they are performing in these categories. Users are also able to drill down further for more detailed data on each state.

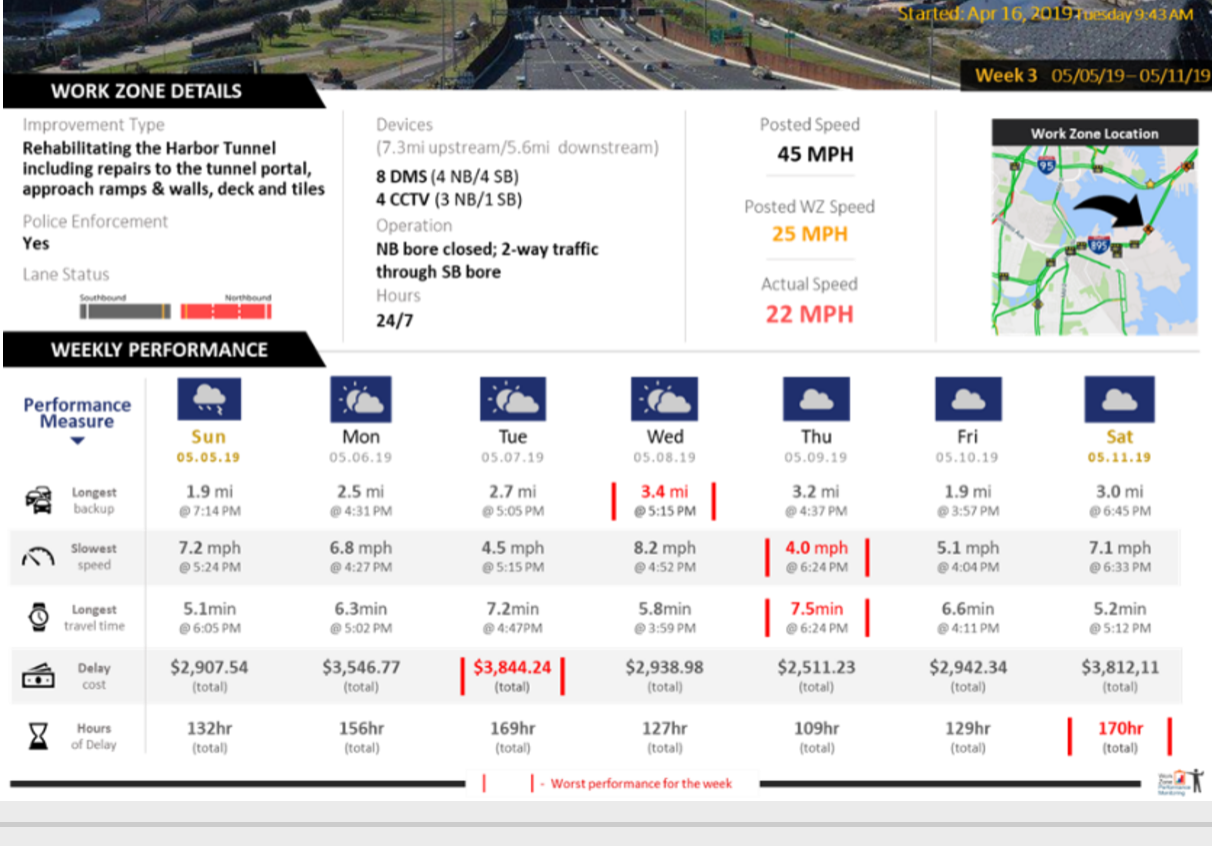
Spotlight Presentation #1 – TSMO Performance Measures for Transportation Decision-Making – Maryland Experience

Joseph Sagal and Subrat Mahapatra of Maryland DOT-SHA showcased how Maryland uses TSMO data to help make decisions regarding transportation. Joey gave an overview of the MDOT-SHA TSMO Program, examples of TSMO applications, and how decisions are made to improve the experience of drivers in Maryland. The TSMO Program also uses response time, clearance times, after-action reviews, and other metrics to assess its system performance. In the future, MDOT-SHA plans to use incident verification and detection times, time to activate ITS devices, and other metrics. Using time contours, accessibility, maps, and other data, MDOT-SHA assesses their customers' experiences and answer questions such as "How many jobs and households can be accessed within 30 min / 45 min of travel?" and "What do the average, typical or worst-case trip on major routes look like?". Moving forward, Maryland DOT-SHA is striving for cross-program collaboration to improve safety, preserve assets, improve infrastructure readiness, mainstream crowdsourced data, and incorporate all existing and emerging modes.



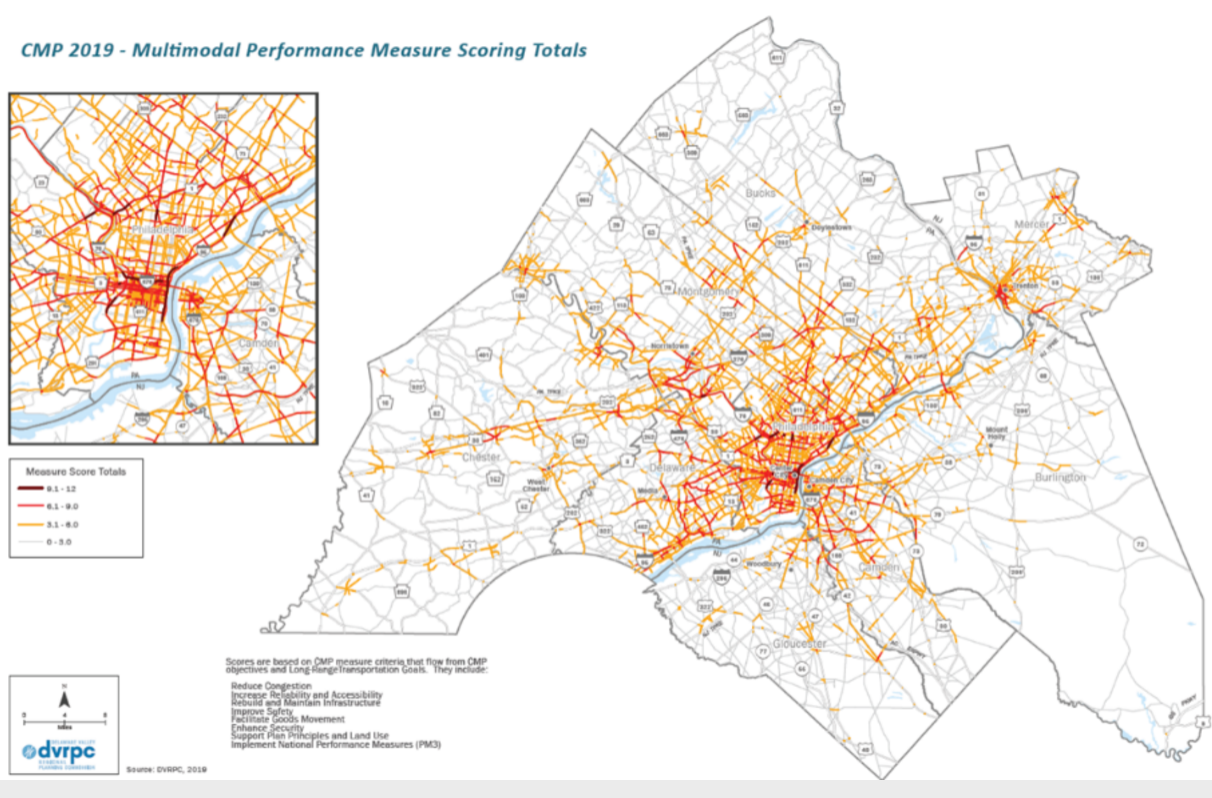
Spotlight Presentation #2 – RITIS Performance Reporting: Developing & Using Summary Templates

John Allen of UMD CATT Lab discussed how templates are being developed that will be able to save users time when creating reports within RITIS. Currently, CATT Lab staff are developing templates for seven report types with others planned. They are being assisted by a focus group of RITIS users/Coalition members to test these templates and guides and to provide feedback. The group is comprised of DOT and MPO members who are very familiar with RITIS. John focused his presentation on the following templates: After-action Review, Project Assessment Report (Before & After Study), Holiday Travel Guide, and Work Zone Impact. Below is an example of a work zone report. It contains a weekly performance report of the project (in this case I-895 North/South highway in Baltimore). The front page focuses on the daily performance while the back page highlights the performance trends (the previous week to the current week) for various metrics. How-to Guides and Design Sheets are being developed to aid the users in developing these reports. Currently, the Focus Group is testing the templates. Once complete, the draft final products will be distributed to RITIS users. The long-term goal for the templates is to have auto-generated reports so that creating a report would be as simple as choosing a template, developing a query, and then running a report.



Spotlight Presentation #3 - Developing and Managing the DVRPC Congestion Management Process Using Various Platforms

Tom Edinger of the Delaware Valley Regional Planning Commission (DVRPC) described their Congestion Management Process (CMP) to the participants. The CMP is an ongoing and systematic program to improve the flow of people and goods. It analyzes the regional transportation network using tools like probe data to identify and prioritize congested locations, develop multimodal strategies to mitigate congestion, and evaluate the effectiveness of implemented improvements. There are over 100 strategies included in the CMP to mitigate congestion stratified into five categories: TSMO, Transportation Demand Management, Public Transit Improvements, Movement of Goods, and Road Improvements and New Roads. The CMP is used in building a long-range plan for implementation into transportation improving programs. For each of the CMP objective measures, Tom provided graphics illustrating data and the respective metric along with the goal of that measure. The graphic below shows the composite mapping analysis for the multi-modal performance measure scoring which is based upon CMP measure criteria. Moving forward, DVRPC is working in many areas to improve their understanding of the operations on the regional network, better understand the effectiveness of implemented TSMO strategies, and automate the process of creating performance charts.



Upcoming Coalition Meetings

- CAV Web Meeting: Communicating CAV for DOTs: Public Perception, Awareness, & Education – September 24, 2020 - [register here](#)
- RITIS User Group Web Meeting – October 1, 2020 - [register here](#)

FLIPPED THE SWITCH:

On July 1, 2020, the I-95 Corridor Coalition officially became The Eastern Transportation Coalition.



The Coalition is pleased to announce that Tennessee and Alabama are the newest members of the Coalition!

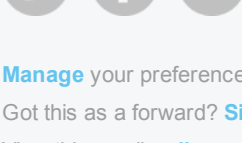
Follow the Coalition on YouTube and subscribe to be informed!

The Coalition has a YouTube channel. Recordings from many of the Coalition's webinars are available [here - take a look!](#)

Questions or Comments:

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