



The Eastern Transportation Coalition (Formerly the I-95 Corridor Coalition):
Performance Measures Web Meeting

August 27, 2020

Question and Answer Summary

TSMO Performance Measures for Transportation Decision-Making-Maryland Experience

Q: Alan Warde (New York State DOT): How do you handle "disruptive" events, such as unprecedented changes to transit ridership or traffic levels that have resulted from the pandemic? Does your interpretation process for the measures have flexibility built-in or are there predetermined responses that result when certain levels of measures are present?

A: Subrat Mahapatra (Maryland DOT - SHA): No, it's not predetermined. There are thresholds. But again, in these unusual times, we are monitoring these performance metrics very closely. It is likely not a surprise to our partners on this call that we have seen significant drops in traffic volume. At one time, we experienced a 50-60% drop in traffic volume. Right now, we're 15-20% below expected traffic volumes. We are monitoring on a week-by week-basis the demands fluctuations including changes in truck volumes. We are positioning our resources accordingly. We have seen an uptick in commercial vehicle traffic incidents because of speeding, so more tactical and operational measures are being put in place. Hopefully basing decisions on these recent trends will help with policy and strategic decisions.

Q: Eric Hill (MetroPlan Orlando): How are the MPOs integrated with your program? How do they use PMs for TSMO?

A: Subrat Mahapatra (Maryland DOT - SHA): What we do regarding MPOs in TSMO performance management is not completely an MDOT-SHA matter. As with other DOTs, there is close collaboration with the MPOs. The MPOs use the same data infrastructure. From a data processing standpoint, there are common elements. Also, we are part of the conversations with the technical boards and some of the task forces so there is alignment. Even from a MAP-21 / FAST-ACT perspective, we are coordinating as a team. The MPOs are a vehicle to the Origin to Destination Trips as Joey noted. Maryland DOT owns roughly 15-20% of our transportation infrastructure roadways which carry nearly 70-80% of the trips. That's where the MPOs have a window into the local partner's world of common datasets.

C: Eric Hill (MetroPlan Orlando): Subrat, thanks!



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Q: Nelson Galeano (Manatee County Transportation Planning Public Works): Would you be able to expand on Mobility as a Service?

A: Subrat Mahapatra (Maryland DOT - SHA): This is a relatively new area where we are looking at the new trends of reducing auto ownership, mostly in urban centers, CBDs, etc. Instead, people avail various transportation modes as a service (zip cars, electric scooters, bikes, etc.). With some form of subscription, one could use various modes (auto, transit, bikes, scooters, etc.) to move from origin to destination.

Performance Reporting: Developing & Using Summary Templates

Q: Alan Warde (New York State DOT): Who is responsible for inputting data into the Event Summary and is there a QA/QC process for the data? Does the input data process promote consistent data definitions between users or between different DOT districts?

A: John Allen (University of Maryland CATT Lab): For the event summary (in the After-Action Review)-a lot of that information comes from the traffic operation centers. We get feeds directly from the operations centers as well as the operator logs. Some of the information such as congestion speeds are from probe data. There are other aspects of the timeline. For example, messages on overhead signs that are posted throughout the incident are provided by the agency.

Q: Brent Cain (Arizona DOT): What is the level of effort to generate an AAR and what is your trigger for an AAR (estimated closure >3hrs?). Very visual reports and data-rich, nice work! Thank you.

A: John Allen (University of Maryland CATT Lab): The level of effort is hard to say at this point as the templates are not complete. But once we have finished templates and you do your queries using RITIS, it would take a few days or less to assemble a performance report. But it really depends on your familiarity with the tools, and how complex your situation is. We think it will be an effective way to put the info together.

Q: Eric Hill (MetroPlan Orlando): Are the Supplemental guides on the website?

A: John Allen (University of Maryland CATT Lab): Not yet. We're in the process of



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reviewing and fine-tuning the guide for one template and then we will move on to the others. We are planning to have them complete in the next couple of months.

Developing and Managing the DVRPC Congestion Management Process Using Various Platforms

Q: Habte Kassa (Georgia DOT): What is the relationship of the map ID in your slide with TMCs?

A: Tom Edinger (DVRPC): The map ID is an internal identifier for the focus roadway corridors. The TMC (Traffic Message Channel) is part of the TMC database.

C: Kelly Wells (North Carolina DOT): Wow. Great work DVRPC!

C: Cornelius Okumu (Lehigh Valley Planning Commission): This is amazing. Good job DVRPC.

Q: Kelly Wells (North Carolina DOT): Did you do all of this work in house?

A: Tom Edinger (DVRPC): We did all of the work inhouse. We used the INRIX probe data and the TMC data. Various departments at DVRPC helped out-hand modeling, safety, operations. We could always do it better; I'm open to suggestions.

C: Dan Walston (Federal Highway Administration): Excellent presentation and analysis, Tom!

C: Ofi Wakhisi (Atlanta Regional Commission): Nice work, Tom

C: David Hollens (Maryland Environmental Service): Very nice!

C: Nadereh Moini (New Jersey Sports & Exposition Authority): Good job DVRPC!!

C: L'Kiesha Markley (Maryland DOT - SHA): Great presentation DVRPC!

C: Dan Walston (Federal Highway Administration): A definite linkage to traffic incident management programs, Tom.