Metropolitan Area Transportation Operations Coordination (MATOC) Program

Recommendations from the White Paper on Regional Traveler Information

Presentation to the MOITS Technical Subcommittee
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Introduction

- Overview, status, and context
- Focus on the Executive Summary
- Point out key sections of the White Paper
- Provide some opportunity for questions and answers
- Further follow-through can also be arranged

Overview, Status, and Context

- Written for the Steering Committee and other stakeholders such as agencies here

- This Final version was reviewed and recently approved by the Steering Committee

- They took action after having had comments from the Focus Group, the Subcommittees, and interviewees

- It is important to note that the White Paper was built upon a recognition that constrained funding is an over-riding issue at this time

Executive Summary: 9 Critical Issues

1. Data Collection and/or Gathering of System Conditions:

1A.Expanding roadway monitoring coverage for Incident Management and Traveler Information

2. Conversion of the Data into Traveler Information:

2A. Using travel time estimates as an important aspect of Traveler Information

2B. Improving interrelated information about freeway, arterial, and transit related traveler information

2C. Continuing to rely on the data provided by the private sector

**2D**. Improving the consistency among data and sources of information for Traveler Information

(continued)

Executive Summary: 9 Critical Issues
(continued)

3. Dissemination of the Traveler Information to Users:

3A. Providing a MATOC branded Web site, which is accessible by various stakeholders to assist with Incident Management and Traveler Information

3B. Providing alerts and traffic flow information through the MATOC Web site

3C. Accounting for independent "511" Traveler Information services

3D. Providing personalized Traveler Information approaches using advanced technologies

Exhibit 2: 50-mile Radius from the White House
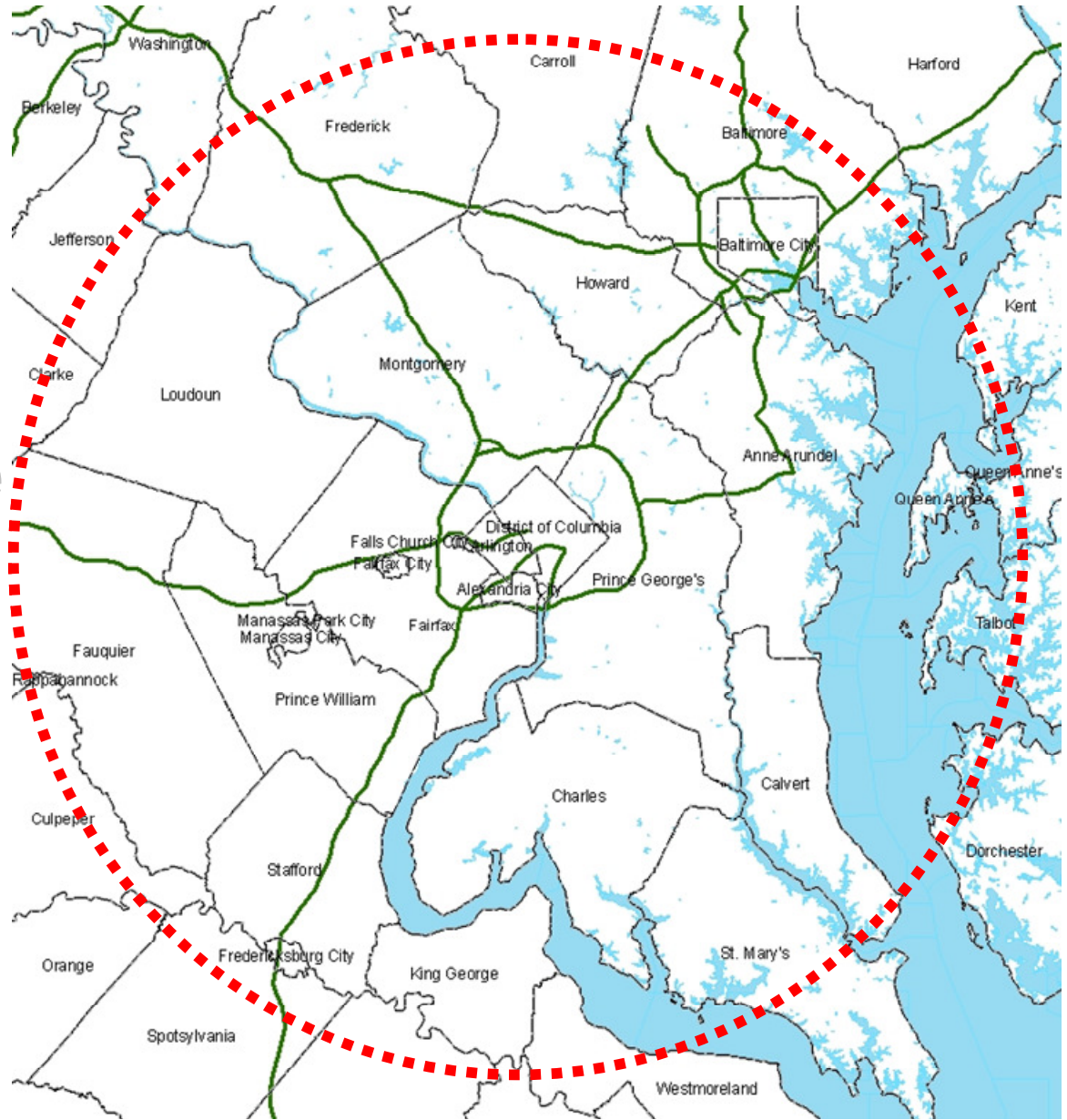
1A. Expanding roadway monitoring coverage for Incident Management and Traveler Information

- **Issue**: extensive coverage is important; for arterials and not just freeways-parkways; a bright promise for data from the I-95 Vehicle Probe Project (VPP)

- **Recommendation**: investment in coverage will benefit agencies; use the VPP data immediately; sub-committees coordinate further coverage stages; Steering Committee work with their agencies to gain further coverage using current funding-programs; consider possible further grant opportunities

- More information in Appendix A

2A. Using travel time estimates as an important aspect of Traveler Information

- **Issue**: Travel time estimates to be used for traveler information in Region; will it be reliable for arterials? MDOT to put on DMS this winter

- **Recommendation**: Steering Committee to coordinate among agencies to track the experience; different approaches being developed among the agencies; make the travel time estimates available to the MATOC Web site once the Web site is functioning

2B. Improving interrelated information about freeway, arterial, and transit Traveler Information

- **Issue**: information is needed for travelers using different forms of transportation; Metrorail signs and at-bus-stop information; however, there currently is little interdependency between roadway and transit oriented information

- **Recommendation**: The two MATOC Subcommittees need to coordinate among the stakeholders to find ways to better share information; the results can assist travelers in making more informed travel choices and possibly increase transit use

2C. Continuing to rely on the data provided by the private sector

- **Issue**: MATOC agencies use private data sources for internal operations but can have restrictive use agreements; that is placing technical burdens on agencies sharing such information via RITIS; creates inefficiencies

- **Recommendation**: Constituent MATOC agencies should use the private sector data that is available; but also provide feedback if they are restricted in sharing the data

2D. Improving the consistency among data and sources of information for Traveler Information

- **Issue**: facilitate coordination among MATOC agencies and other stakeholders to improve the quality of the information; currently some inconsistencies in data types and categories

- **Recommendation**: The two MATOC Sub-committees review and check for possible inconsistencies and discuss and act on ways to make the data be more consistent

3A. Providing a MATOC branded Web site, which is accessible to various stakeholders, to assist with Incident Management and Traveler Information

- **Issue**: Steering Committee wants to reinforce MATOC as an entity; a MATOC branded Web site can help strengthen MATOC in region; develop an Access Policy that serves different users differently

- **Recommendation**: Approved the RITIS Access Policy; after testing to ensure quality; let Access Policy serve other public agencies; after more testing, the Access Policy to allow the media and private sector ISPs to access

3B. Providing alerts and traffic flow information through the MATOC Web site

- **Issue**: the content of the MATOC Web site can have a variety of data from TMCs in the Region; enhancements are needed to make for more effective traveler information (six identified); Sub-committee already beginning to consider them

- **Recommendation**: Web site should also:
  - Focus on exception reports of incident data
  - Highlight normal or recurring variations in congestion
  - Provide a "MATOC Traveler Alert" as a new form of traveler information

3C. Accounting for independent "511" Traveler Information services

- **Issue**: currently a mostly telephone-based VA511; MD511 being developed; a DC511 is possible; private sector companies also providing information to selected travelers; transit agencies also have their own systems

- **Recommendation**: Steering Committee believes that there are more critical issues to focus on instead of developing a regional 511 system; However, the agencies can benefit from continued coordination

3D. Providing personalized Traveler Information approaches using advanced technologies

- **Issue**: Transportation agencies are experimenting with using social-networking Web sites and other technology to disseminate information to the public; concern that MATOC needs to devote its limited resources to higher priorities

- **Recommendation**: Steering Committee wants MATOC to depend upon the individual agencies and ISPs to provide personalized traveler information through their subscriber based services

Key Sections of the White Paper

B. Goals and Objectives

C. Perspectives of the Stakeholder Providers

D. Strategic Framework

E. Identification of Issues and Strategic Options

F. Possible Strategy Options for Cooperative Funding of Data Sources and Supportive Services

- Appendix A: Possible Stages of Coverage for the I-95 VPP Data for Travel Monitoring

Questions