

Final Draft Strategic Plan for the MOITS Program

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MOITS Policy Task Force & Technical
Subcommittee Meeting
May 11, 2010

Overview

- MOITS Strategic Plan Version 1.8b, dated April 30, was provided via web link May 7 to the MOITS list
- Supersedes the March 31 Version 1.8
- Changes responsive to comments received

MOITS Strategic Plan Review Schedule

| Topic | Schedule |
|---|----------|
| MOITS Technical Subcommittee (V 1.8) | April 13 |
| TPB Technical Committee (V 1.8b) | May 7 |
| MOITS Technical Subcommittee (V 1.8b) | May 11 |
| RESF-1 Committee (V 1.8b) | May 14 |
| TPB (Executive Summary, Findings & Recommendations) | May 19 |
| MOITS Technical Subcommittee (if needed for post-TPB follow-up) | June 11 |

What's New Since the April 13 MOITS Meeting

- New section on “How the Public Directly Benefits from MOITS-Related Activities”
 - New Section 5.2
 - Also included in the Executive Summary
- New sub-section on experiences in other metropolitan areas
 - Added to Section 2.2, “National State of the Practice”
- Corrections and updates based upon comments received
 - RITIS and RITIS-related MATOC information (U-M comments)
 - Correction to cut & paste errors on intermodal data sharing (Project 3)
 - Note on limitations of traffic signal optimization in saturated conditions

Still to Be Done

- Improved language for project MOITS-SP10-05 – “Deployment of Integrated Corridor Management Technologies on Significant Regional Corridors”
- Minor changes to graphics
- Use of more photos and illustrations
- Development of a TPB presentation for the May 19 meeting

How MOITS-Related Activities Directly Benefit the Public

- **Reduced delays:** through efficient operations and reduced duration of incidents
- **Better availability of information:** through better data through the sources the public knows and relies upon, such as radio traffic reports, web sites, and smart phone apps
- **Better quality of information:** questions such as whether to travel, when to start, what mode to take, and what route to take depend rely upon good information about the status of the transportation system
- **Safety:** reduce the chances of secondary incidents in traffic backups through MATOC and other traffic management programs
- **Better responsiveness of transportation systems to traveler needs:** agencies can better prepare for and provide services that meet needs, such as where and when congestion and traffic incidents occur, or when traffic or transit demands are highest

- Plan also includes performance measures for assessment of activities

Examples from Other Metropolitan Areas

- **New York Metropolitan Area – TRANSCOM:** collects and disseminates real-time information through an extensive notification network; pre-construction coordination; weekly construction reports; special events planning program
- **Tucson – Regional Concept of Operations:** effort to identify specific regional objectives and performance measures for arterial management, traveler information, and work zone management
- **Denver – Regional Traffic Signal System Improvement Program:** Denver Regional COG works with over 30 local jurisdictions on a combination of management and operations strategies designed to time and coordinate traffic signals
- **Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor:** designated in 1993 under the federal ITS Priority Corridors program, by taking a coordinated multi-state approach, the three states have been able to integrate ITS programs beyond their borders, pool funds, and deploy projects to benefit the entire region.

Proposed Projects (1-7) and Strategic Efforts (8-10) – Unfunded

1. Sustain MATOC/RITIS
2. Upgrade RITIS regional ITS data warehouse capabilities
3. Enhance RITIS data sharing capabilities
4. Support 3rd party development of trip planning “apps”
5. Deploy integrated corridor management technologies (pilot)
6. Deploy park-and-ride parking availability information (pilot)
7. Develop special event traffic management plans
8. Develop a regional managed lane facilities (HOV, HOT, ETL) coordination process (e.g. annual summit meetings)
9. Develop a venue and process for coordinating maintenance and construction schedules (e.g., semi-annual meetings)
10. Develop a venue and process for interjurisdictional signal timing coordination

5. Deployment of Integrated Corridor Management Technologies on Significant Regional Corridors

- Develop regional and corridor based multi-agency systems to share real-time traffic operations data with bus transit providers and real-time bus transit information with traffic management entities, supporting regional data exchange to achieve coordinated management of key roadway corridors.
- Estimated funding needed: \$7 million.

Outlook

- Executive briefing to the TPB on May 19
- Once finalized, the plan will serve as a major guide for upcoming MOITS activities, and as a source for prioritized project proposals as funding opportunities arise
- Will become a regular MOITS agenda item or items for follow-up