California Department of Transportation

Session 2: Performance Measures
Where is everybody?

Performance Measures

- **MAP-21 Proposed Rules**
  - Currently integrating NPMRDS into PeMS
    - Will cover NHS as well as state routes
    - Can calculate reliability, peak hour travel time, truck measures, and delay measurements as proposed
    - Anticipating changes based on feedback

- **State Goals and Measures**
 - 2015-2020 Strategic Management Plan
    - Maintain 90% ITS element health
    - Mode shifting goals (triple bicycle, double pedestrian, double transit, reduce per capita VMT 15%)
    - Improve travel time reliability for priority corridor commutes
    - Improve traveler information timeliness and accuracy
    - Manage rate of growth of delay
    - Provide real-time multimodal system information to the public on top integrated corridors
    - Implement three ICM corridors by 2020

Performance Measures (continued)

- Regional goals
    - High-priority corridors in Oakland and LA set goals for corridor operation
        - >90% TMS functionality
        - Reductions in incident clearance time
    - Future connected corridors to use performance template
    - 26 planned connected corridors statewide

Performance Monitoring Challenges

- ITS system health
  - 65% detection, 87% non-detection health (failures due to field hardware, communication problems, construction events)
  - Maintenance challenges
  - Lack of expertise in construction inspection
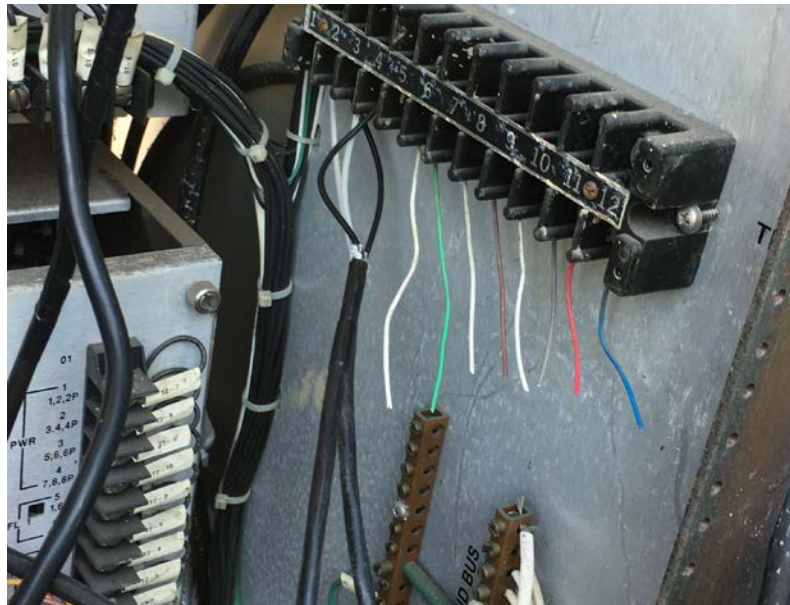
Performance Monitoring Challenges (continued)

- Probe data
    - Lack of resolution and volumes prevents replacing detection hardware
    - Legal issues regarding information sharing limits use cases
    - Lack of transparency leads to questions about data accuracy
- Census collection
    - Periodic collection requires interpolation
    - Reliance on counters without communication
    - Long-neglected hardware

Effects of performance management

- ITS repairs and health
  - Funding was allocated for detection repair across the state
  - Positions allocated for electrical maintenance
  - ITS funding has increased over the past few years

- System reliability on priority corridors has increased over time
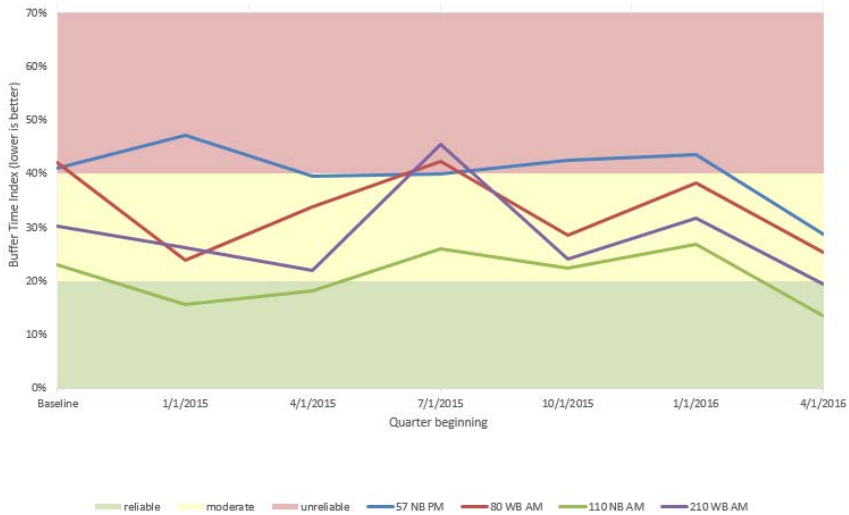
Effects of performance management (continued)

- Traffic Operations Business Plan priorities
  - Better manage resources spent on maintaining ITS elements
  - Complete occupancy counts on all managed lane routes
  - Provide 85% or better planned lane closures on the SHS
  - Develop a Managed Lanes Master Plan
  - Develop a performance-based framework for traffic management funding prioritization