TSM&O Focus Area: Operations

Planning	PD&E/Design
• Planning liaisons coordinate with North Florida TPO and Gainesville MTPO on UPWP content, planning study prioritization, and funding • With North Florida TPO, coordination with ITS studies and transit plans (BRT) • Liaisons ensure all projects are in TIP to secure federal funding • Maintain Priority Project list: several teams prioritize these projects by focus area from which dept. looks at projects that they can fund • Operations and mitigation strategies are discussed in LRTP • TPO identifies SU funds for use on ITS projects ($1m/year for any agency, $500k for Road Rangers) • District has a 3-year budget for ITS • Would like to bring partners together in one building to maintain collaboration of ITS Coalition • Additional counties outside the TPO interested in participating in funding allocation because of demonstrated results • Participating in SHRP2 C10 research project (advanced travel demand modeling with time-sensitive networks)	• By policy, must examine TSM alternatives as part of capacity projects – especially for interchanges • Consider modal options as well • Produce master plans for interstate/interchange improvement needs and then identify smaller problem areas where operations-oriented solutions are effective • O&D data is always limiting to help decision making, but new tech. deployments should help (e.g. Bluetoad)
Traffic Operations/ITS	**Construction**
• Provide work zone info for arterials • Incumbent upon construction inspectors to send in info on lane closures to 511, there is no mechanism in place to ensure it • [City-led initiative to remotely control signals related to football games, traffic is "better" (although not measured), has freed up law enforcement from manually actuating them onsite] • [FHP website gives realtime updates on incidents – broadcast radio relies on this for traffic reports]	• Participate in development of requirements of RFPs • Conduct preplanning for work zones in sensitive areas • Disseminate work zone info through public information office (PIO) • PIO/consultants provide work zone info to 511 (interstates only) • Works zone closures broadcast on VMS • Project level information often available on website – but not lane closures • PCMS deployed two weeks in advance • Nascent use of Twitter and Facebook

Comment [RDG1]: Which one, or is it both?

Comment [RDG2]: These are not really department initiatives but were cited during the Operations focus area discussion

Maintenance
• AM contractors respond to special events with necessary plans and actions • Success with asset maintenance (AM) contractors communicating with TIM teams • Issue permits for lane closures, prior to which coordinate with Traffic Operations • Will be getting first camera feeds on interstates through city-led initiative – this is the first application of monitor and response for IM – the hope is to evolve to active traffic management • With respect to safety: starting to collect data on crashes and secondary crashes; would like ITS to expedite delivery of crash data to safety office (instead of normal 1.5 years) • Needs improvement: permitting process that allows for information flow from the permittee on actions they take (like lane closures) when it's not directly due to maintenance division's actions • Access management practiced to smooth traffic flow in work zones • RISC being used

TSM&O Functional Area: <u>Modal Management</u>

Planning	PD&E/Design
• Conduct freight logistics studies (Port capacity, freight destinations, access, future growth); examine rail, drayage • North FL TPO has committees that engage stakeholders on freight • Gainesville conducting studies on BRT (alternatives analysis) • Undertaking efficient transportation demand management (ETDM) decision making captures freight impacts	• Ports and rail taken into consideration in studies • Meet with port once a month to coordinate on work programs
Traffic Operations/ITS	**Construction**
• Current issues: truck parking in rest areas, would benefit from collocation of weigh-in-motion station and agricultural inspection station only 3 miles apart	•
Maintenance	
•	

TSM&O Functional Area: <u>Traffic Management</u>

Planning	**PD&E/Design**
• Planning office develops master plans and is considering HOV lanes, ramp metering • Also looking at shorter term actions • Conduct interchange operational analysis to identify low cost improvements to pass along to traffic operations/ITS (Traffic Operations, Design provide input) • North FL TPO long-range plan suggests all new interstate capacity be looked at as priced managed lanes	• New emphasis on examining (priced) managed lanes (uncertain that capacity improvements will be cost feasible) • Sought information from D6 on 95 Express • Ramp metering has been considered, but not a great need; problem lies more with traffic moving off the freeway and onto arterials – implies need to manage freeway and arterials systems together
Traffic Operations/ITS	**Construction**
• Signal retiming only occurs for roadways with added capacity; some signals have not been retimed in 15-20 years • Some discussion on taking over signals from locals • Gainesville manages signals from TMC (TRIP funding); Jacksonville could look at this	•
Maintenance	
• Maintenance drives shorter-term planning (5 years) but there is some disconnect between that and long-term (20 year) planning • Permitting consideration	

TSM&O Functional Area: <u>Other</u> *(Electronic Payment/Toll Collection, Public-Private Partnerships)*

[Not discussed in the interests of time]

Planning	**PD&E/Design**
•	•
Traffic Operations/ITS	**Construction**
•	•
Maintenance	
•	

TSM&O Functional Area: <u>Supporting Programs</u> *(Performance Measurement, Data, Collaboration, Systems/Tech)*

[Incorporated into Activity 2 CMM component]

Planning	**PD&E/Design**
•	•
Traffic Operations/ITS	**Construction**
•	•
Maintenance	
•	

CMM Component

DIMENSION: Performance Measurement

Strengths Cited	**Weaknesses Cited**
• Central office system in place that calculates crash reduction factors on a project specific basis • Collection of incident response times through TIM meetings – used in bimonthly TIM meetings to identify areas for improvement • Production of quarterly travel time reliability measures from SunGuide data by corridor (on instrumented freeways) • For arterials, collecting data via Bluetoad to report to FTC on LOS and travel counts • Will use this data to calibrate traffic model and retime signals • Reevaluating TIM 90-minute benchmark (Central Office) – need to look at it by level	• Need additional before and after improvement studies (in general) • Data dissemination could be broader (e.g. to partners) • Little public reporting • Need additional O&D data • Would benefit from increased sophistication on benchmarks (e.g. 90 minute clearance time during peak vs. off peak)

	LEVEL 1 PERFORMED	**LEVEL 2 MANAGED**	**LEVEL 3 INTEGRATED**	**LEVEL 4 OPTIMIZING**
Level Consensus	Some outputs measured and reported by some jurisdictions	Output data used directly for after-action debriefings and improvements; data easily available and dashboarded	Outcome measures identified (networks, modes, impacts) and routinely utilized for objective-based program improvements	Performance measures reported internally for utilization and externally for accountability and program justification
Consensus		2.5 (District, TPOs)		

DIMENSION: Performance Measurement - continued

	Action	Participants/Lead
Actions to Advance to the Next Level	• Build performance evaluation into project programming, including B/C; requires defining benefits expected of project • Conduct region-wide study for identifying performance measures for collection and use (TPO-led in urban areas) – tailored to each area by priority • Develop formal data archiving process/platform • Develop capability for data analytics	•