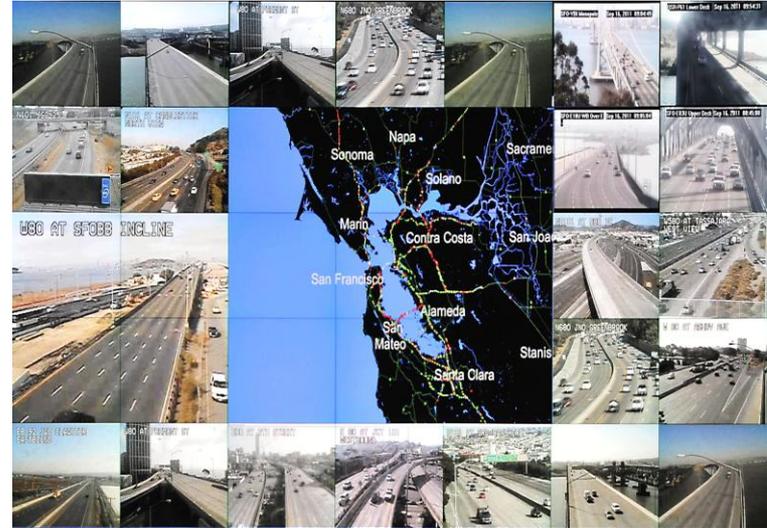


Addressing the Missing Links in Transportation System Management



Presented by: Joan Sollenberger, Chief
Office of System Management Planning
Division of Traffic Operations
February 11, 2013



Organizational Focus



Addressing the Missing Links in Transportation System Management

Office of System Management & Planning

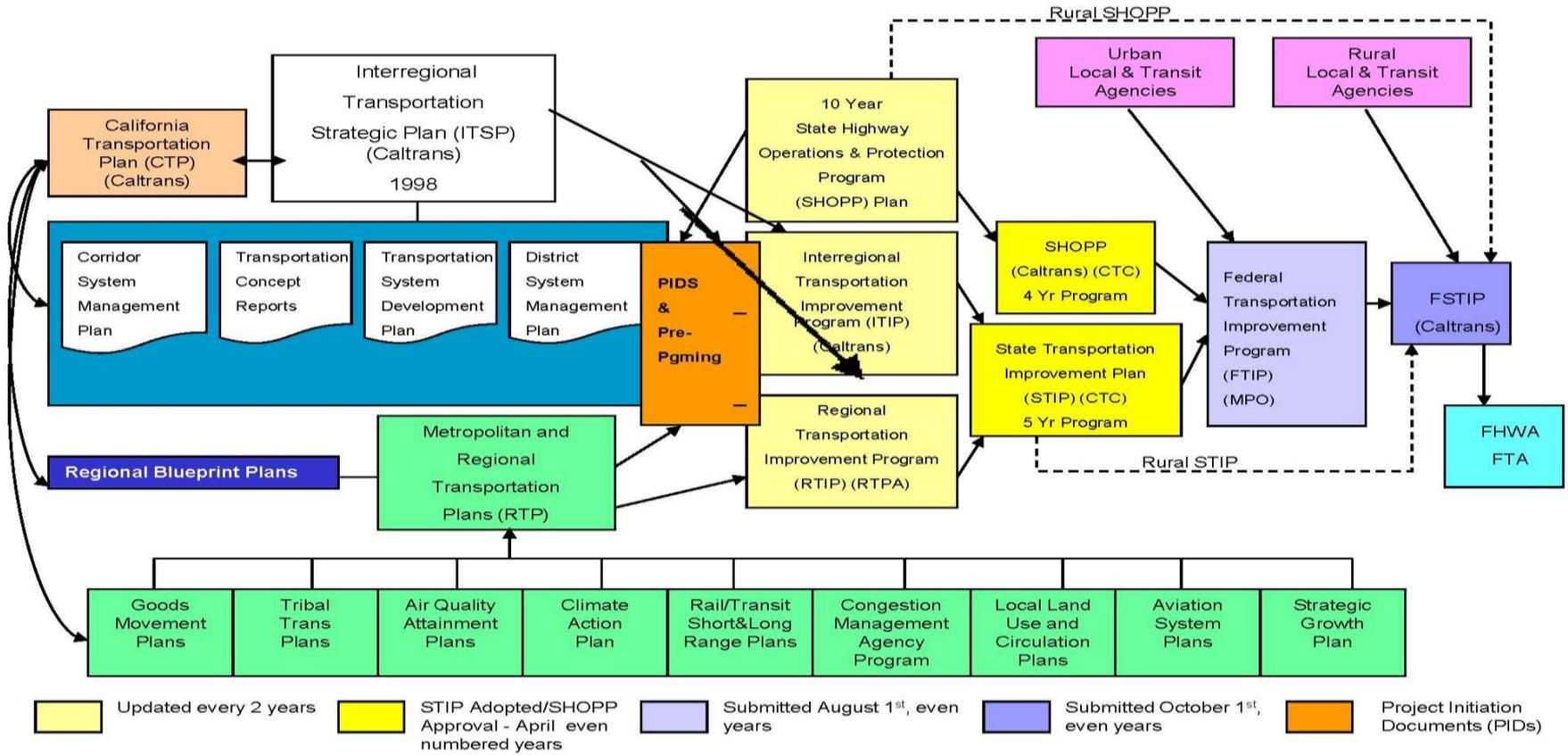


Possible Pathways for Coordination

- **Traffic Operations and Transportation Planning have a great opportunity to begin working together to develop “Performance Measures” in response to the requirements of “MAP - 21”;**
- **Using Performance Measures as a project selection tool for programming considerations and documents produced by Planning and Operations;**
- **Most System Management and Operations strategies are relatively low in cost and provide high operational returns and therefore districts may want to consider moving the lower cost Operational projects to the “Minor SHOPP” project list to expedite development;**
- **Districts need to work closely with regional agencies (MPO’s) to ensure that projects are correctly programmed for project initiation and are in accord with MAP - 21 Performance Measures;**
- **Increased funding opportunities are a possibility in the next couple of years for performance based management and operations.**
- **Open a dialogue with local and regional agencies to discuss cost sharing and how Operational Projects and strategies are beneficial to meeting the goals established by MAP - 21 and SB 375**

Traditional Planning and Programming Model

REGIONAL/STATE TRANSPORTATION PLANNING & PROGRAMMING



Addressing the Missing Links in Transportation System Management

Office of System Management Planning



Performance Based Investments on California's Roads

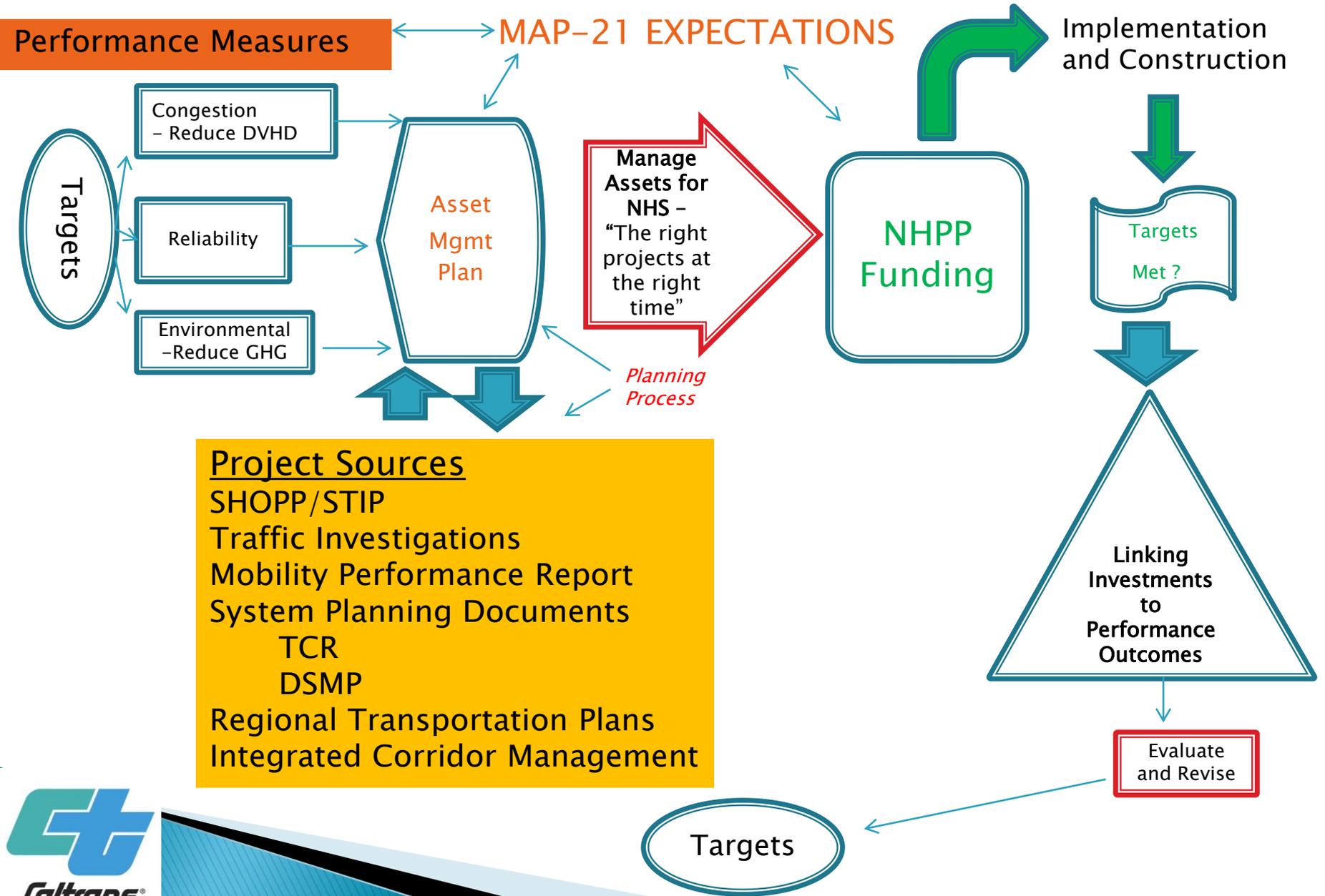
- **Caltrans is committed to reducing Daily Vehicle hours of delay (DVHD) by 100K hours over the next ten years (2013 – 2023) (2013 SHOPP);**
- **Operational improvements are typically low cost with high return on investment in DVHD reduction;**
 - ❑ **Ramp metering reduces delay by 30%**
 - ❑ **Traffic light synchronization reduces delay by up to 45% - City of San Ramon, "Crow Canyon Road Traffic Light Synchronization Project Benefit Analysis," 2011**
 - ❑ **Auxiliary lanes can reduce delay by 10-21%**
 - ❑ **Active lane management can reduce peak hour travel delay by 75%. - The Northbound 110 / I-5 Dynamic Lane Management System (Active Traffic Management System) project in Los Angeles)**
- **CSMP's illustrate the ROI value of operational improvements on CT operated roadways;**
- **Operational Improvement projects are typically low cost and provide a high performance returns, including reducing GHG emissions.**

Addressing the Missing Links in Transportation
System Management

Office of System Management Planning



Integrating Paths for Performance Based Planning and Decision Making

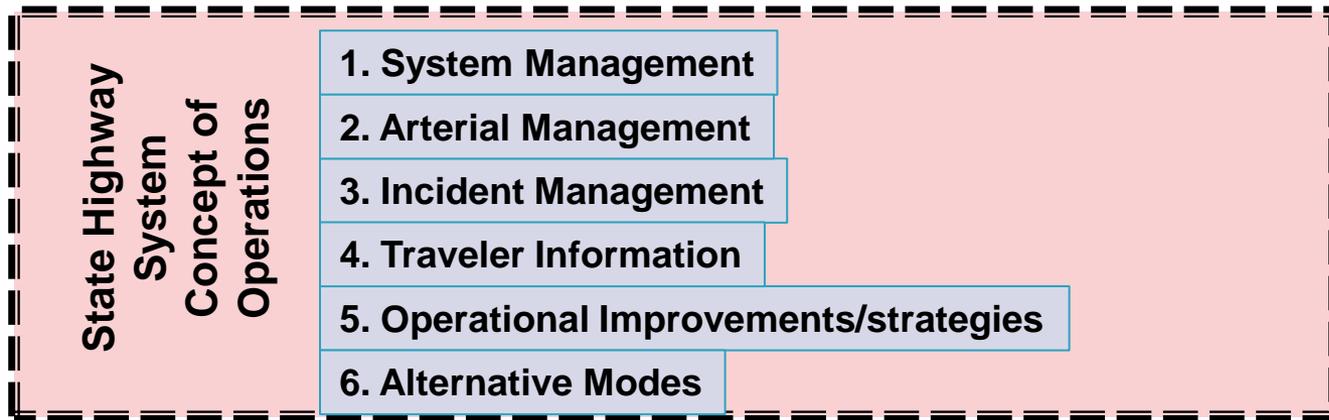


Identifying Traffic Operations & Management Projects

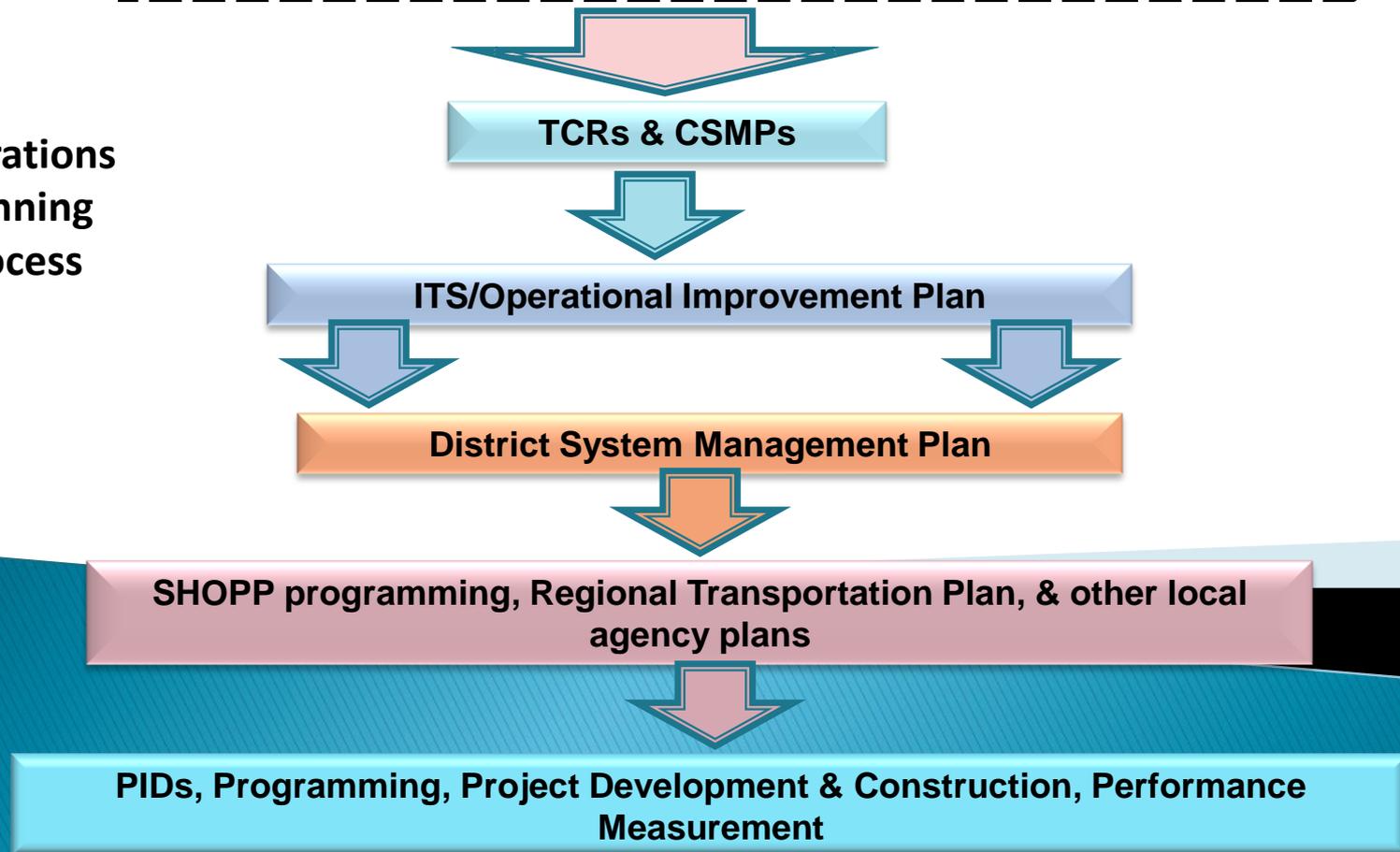
Traffic Operations and Management projects are identified in various sources outside of traditional planning/programming documents, these sources include:

- **Traffic Investigations** - provide recommendations for Mobility Projects (SHOPP 310, 315 and 316) and Safety Projects (SHOPP 010)
- **Mobility Performance Report (MPR)** - provides identification of bottlenecks that are candidates for traffic investigations
- **Ramp Meter Development Plans (RMDP)** - provide the policy background for developing projects that can be funded as Mobility Projects. (SHOPP 315 and 316)
- **Transportation Management System Master Plan (TMS)** - provide the policy background for developing projects that can be funded as Mobility Projects. (SHOPP 315 and 316)
- **Intelligent Transportation System Development Plans (ITS)**

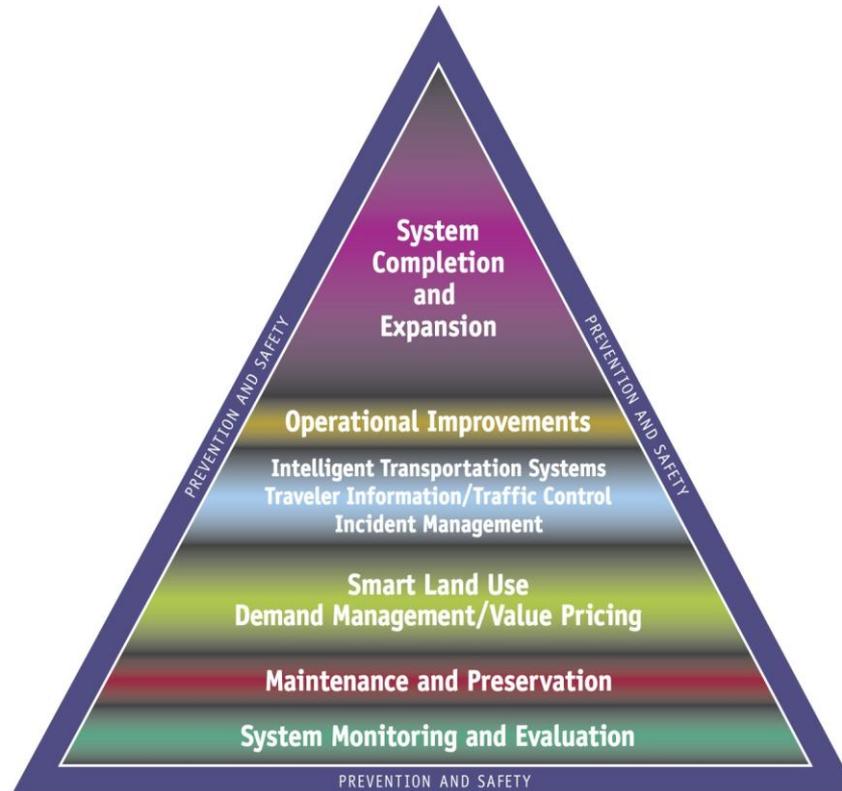
**Operations
Concept**



**Operations
Planning
Process**



Questions?



Joan Sollenberger

joan_sollenberger@dot.ca.gov

Addressing the Missing Links in Transportation System Management

Office of System Management Planning

