North/West Passage

Real-time System Management Information Program

NWP Project 6.2 – 23 CFR 511 Final Rule
November 23, 2011
Peter Rafferty and Jason Koster, Wisconsin TOPS Lab
Background - Legislation

- SAFETEA-LU, Subtitle B, §1201
  - Real-Time System Management Information Program
- Establish a real-time system management information program in all states
- Monitor traffic & travel conditions of the major highways
- Share information to address congestion problems and facilitate traveler information.
Rule Timeline

- **January 14, 2009**
  - Notice of proposed rulemaking (NPRM)
  - Request for comments

- **November 8, 2010**
  - Final rule
  - Request for comments

- **July 19, 2011**
  - Summary of responses to request for comments

- **November 8, 2014**
  - Interstate coverage completed

- **November 8, 2016**
  - Metro routes of significance completed
Provisions of the Rule
- 23 CFR Part 511 (1/2)

- **Two-stage implementation**
  - All Interstates within 4 years (November 8, 2014)
  - Other metropolitan “Routes of Significance” as identified by States in collaboration with local agencies within 6 years (November 8, 2016)

- **Information to be made available**
  - Construction lanes closures
  - Road- or lane-blocking traffic incidents
  - Hazardous conditions and road or lane closures due to adverse weather
  - Travel times (in Metropolitan areas)

- **“Metropolitan” defined as greater than 1 million**
  - Currently defined by MSA, list of 49 in NPRM
    - Kansas City, Oklahoma City, St. Louis
Provisions of the Rule - 23 CFR Part 511 (2/2)

- Timeliness of information
  - Construction & Incident information within 20 minutes / within 10 minutes in Metro areas
  - Adverse weather conditions within 20 minutes
  - Travel times within 10 minutes

- Quality measures
  - Accuracy of 85%
  - Availability of 90%
Not in the Rule

- No requirement for dissemination to general public, use of specific technologies or specific applications

- No method identified or discussed for measuring accuracy or other quality metrics

- No specific (i.e., new) enforcement actions
  - Usual Federal oversight, stewardship actions
Follow-Up Activities

- Refine guidelines related to roadway coverage in metropolitan areas
  - MSA geographic coverage too broad in most cases since MSA is for statistical reporting purposes
  - Planning boundaries may be more practical, with allowance for requesting exceptions

- Revisit temporal coverage for travel time information
  - Overnight hours may experience very little variation or even detection (i.e., no vehicles)
## Requirements Summary

<table>
<thead>
<tr>
<th>Information</th>
<th>Coverage</th>
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<tbody>
<tr>
<td></td>
<td>Interstates – Outside Metro</td>
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<tr>
<td><strong>Construction</strong> – Any lane closure</td>
<td>20 minute latency from time of closure</td>
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<td>of duration exceeding latency</td>
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<td>requirement, not short-term or</td>
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<tr>
<td>intermittent</td>
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<tr>
<td><strong>Incidents</strong> – Any lane blocking</td>
<td>20 minute latency from time of verification</td>
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<td>incident</td>
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<tr>
<td><strong>Road Weather</strong> – Hazardous</td>
<td>20 minute latency from observation</td>
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<td>conditions or lane closures/blockages</td>
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<td>due to weather</td>
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<td><strong>Travel Times</strong></td>
<td>N/A</td>
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