MAP-21 FACT SHEET

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DATE: October 5, 2012

SUBJECT: MAP-21, Performance Measurement

PROBLEM STATEMENT:

MAP-21 identifies transportation system reliability as a National Performance Measure Area. MAP-21 has greatly increased the National Highway System (NHS). The newly added NHS segments are primarily urban arterials that are not part of the State Highway System (SHS) and thus data collection for these additional segments will be conducted by personnel from cities, counties and regional planning agencies and not DOTs alone.

Unlike traffic congestion, transportation system reliability is a relatively new arena targeted for measurement. Agencies are just beginning to consider how transportation system reliability will be measured. Although recent advances in speed data collection have been made, research into the accuracy and completeness of such data continues. Spurred by the market penetration of global positioning system (GPS)-enabled devices, speed data, the main component used in determining road system reliability, is becoming more readily available and in far greater amount. The problem is that outside of many, if not most, urban areas accurate speed data are simply not available.

RECOMMENDATION:

Whoever is responsible for identifying the performance measures used, it is imperative that the measures focus on what each agency has control over and be able to indicate the impact of each agency's actions. Efforts at measuring roadway reliability are ongoing and should be given time to mature. In a perfect world, data should be gathered once and used many times to meet multiple needs. Speed data is no different and the identification of accurate sources should be given time to progress.

BACKGROUND:

Currently, Caltrans has a highly sophisticated means of gathering multiple types of traffic data. Research is ongoing into the optimum way of measuring roadway system reliability and into determining the data necessary for measurement. Research is not complete and thus roadway system reliability cannot accurately be measured.

ALTERNATIVES:

Alternative 1: Continue to conduct research on measuring roadway system reliability. Conduct pilots on selected corridors to determine the accuracy of data and the ability to determine and measure system reliability.

The advantage of alternative one is that it will allow for the maturation of both performance measurement and commensurate data collection and analysis.

The disadvantage to alternative one is that it will require time.

SUBJECT: Performance Measurement

PROPOSED IMPLEMENTATION SCHEDULE:

Continue to conduct ongoing research.

Attachment

23 US Code Section 150
23 USC 119, National Highway Performance Program
23 USC 133, Surface Transportation Program
23 USC 148, Highway Safety Improvement Program
23 USC 149, Congestion Mitigation and Air Quality Improvement Program
23 USC 150 (c), National Goals and Performance Management Measures, Establishment of Performance Measures
MAP-21, Section 1203