MAP-21 & the NPRM for System Performance Measures

Now what do we do?

Enabling Decision Making & Effective Communication
Simple visual application to analyze:

- System Travel Time Reliability
- System Peak Hour Travel Time
- Truck Travel Time Reliability
- Average Truck Speed
- Annual Hours of Excessive Delay per Capita
Creating MAP-21 Dashboard – State

1. Select geography:
   - State [Tennessee]
   - UZAs [Select an urbanized area...]

2. Select year:
   - 2015

3. Select measures:
   - Interstate System Travel Time Reliability
   - Non-Interstate NHS Travel Time Reliability [Set target to at least 90%]
   - Truck Travel Time Reliability [Set target to at least 90%]
   - Average Truck Speed
     - Provide and use your own volume data here.

4. Show data as:
   - Graph
   - Map

5. Name MAP-21 widget(s):
   - 2015 MAP-21 Non-Interstate NHS Travel Time Reliability for Tennessee
   - 2015 MAP-21 Truck Travel Time Reliability for Tennessee

[Add widgets]
Creating MAP-21 Dashboard – Urbanized Area

1. Select geography:
   - State
   - UZAs Memphis (AR, MS, TN)

2. Select year:
   - 2015

3. Select measures:
   - Interstate System Peak Hour Travel Time
   - Non-interstate NHS Peak Hour Travel Time

4. Show data as:
   - Graph
   - Map

5. Name MAP-21 widget(s):
   - 2015 MAP-21 Non-interstate NHS Peak Hour Travel Time for Memphis
   - 2015 MAP-21 Interstate System Peak Hour Travel Time for Memphis
MAP-21 Urbanized Area Performance

**2015 MAP-21 Interstate System Peak Hour Travel Time for Memphis**

- **Memphis, AR**
  - 2015 Target at least 85%
  - Year-to-Date 2015: 91.4%
  - Month-to-Date December: 91.2%

2015 Target: At least 85% of the system should have a PHTTR less than 1.50

Using NMMAPS (Trucks and passenger vehicles) data

**2015 MAP-21 Non-Interstate NHS Peak Hour Travel Time for Memphis**

- **Memphis, AR**
  - 2015 Target at least 30%
  - Year-to-Date 2015: 31.9%
  - Month-to-Date December: 28%

2015 Target: At least 30% of the system should have a PHTTR less than 1.50

Using NMMAPS (Trucks and passenger vehicles) data
Other Capabilities Using NPMRDS
Future Enhancements

• Other MAP-21 measures:
  • Safety
  • Bridge and Pavement Performance
• Integration with other big data sets.
• Integration of O/D data.
• Implementation of the final rule.
Worked with AASHTO, I-95 Corridor Coalition, and others to evaluate MAP-21 measures and test hypothesis/alternatives

Helping State DOTs and MPOs:
• Exploring the NPMRDS
• Working with other data sources
• Providing guidance and feedback
• A forum for discussion
• A place to ask question
Getting Access

If you have an existing RITIS account, you can access the tool at: vpp.ritis.org

If you do not have a RITIS account, you can request one at: ritis.org/register

For more information visit: www.cattlab.umd.edu/MAP-21