

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): **Indiana Department of Transportation**

INSTRUCTIONS:

Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # TPF-5(258)		Transportation Pooled Fund Program - Report Period: Quarter 1 (January 1 – March 31) Quarter 2 (April 1 – June 30) XX Quarter 3 (July 1 – September 30) Quarter 4 (October 1 – December 31)	
Project Title: Traffic Signal Systems Operations and Management			
Name of Project Manager(s): James R. Sturdevant	Phone Number: (317) 691-9091	E-Mail jsturdevant@indot.in.gov	
Lead Agency Project ID: TPF 5(258)	Other Project ID (i.e., contract #):	Project Start Date: January 1, 2012	
Original Project End Date: December 31, 2015	Current Project End Date: June 30, 2017	Number of Extensions: 2	

Project schedule status:

On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
\$500,000	\$470,898.70	97%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	\$49,686.46	86%

Project Description:

Signalized arterials represent a substantial component of the highway transportation network in the United States. The National Transportation Operations Coalition (NTOC) in their 2007 Traffic Signal Report Card noted that nationally 5 to 10 percent of all traffic delay is caused by improper traffic signal timings along major roadways. In 2007, the National Report Card for overall traffic signal systems operations was a D. The situation is not expected to improve as travel demand is forecast to grow significantly faster than network capacity. The increase in national attention on sustainable and livable communities necessitate a concentrated effort be placed upon improved management and operation of our nations traffic signal system inventory.

The Transportation Management Center (TMC) Pooled fund study (SPR-2(207)) initiated in 2000, has been very successful at generating consensus on best management practices for traffic management centers oriented mainly towards freeway operations. It is desirable to develop a similar pooled fund study oriented toward traffic signal operations and management that would complement SPR-2(207) and engage a broad cross section of agencies on the leading edge of active traffic signal management.

Project Objectives

Develop a network of transportation agencies to i) develop consensus on operational standards of performance, ii) define a central management model that can leverage commercial wireless IP offerings that can be competitively outsourced, and iii) asset management principles for using a central system to identify when and where resources are most needed to maximize return on investment.

The level of participation and associated funding commitments will allow for additional opportunities over time or in parallel to explore additional traffic signal initiatives beyond those described herein. For example, the evaluation of adaptive control field deployments and associated systems engineering guidance documents under development by FHWA.

Progress Jan-Mar 2013 (includes meetings, work plan status, contract status, significant progress, etc.):

- A white paper was distributed with near final scope this past quarter. Some minor edits were received from Utah and California and were incorporated. The final scope is available at:
https://dl.dropboxusercontent.com/u/1007813/pfs/2013_03/Workplan_PFS_2012_04_30.docx
- Developed draft of Performance Measure Guidebook defined in Task 1.1. A draft of that document is at:
https://dl.dropboxusercontent.com/u/1007813/pfs/2013_03/signalmoie_2013_04_30.docx
- Interacted with Utah DOT (Task 1.2) to gain experience with other states deploying performance measures. They have aggressively implemented at several intersections and prepared a dedicated web site:
<http://udottraffic.utah.gov/signalperformancemetrics/>

Progress Apr-June 2013 (includes meetings, work plan status, contract status, significant progress, etc.):

- Continued collaboration with Utah DOT on integration of performance measures into their web site.
- Extended the split failure performance measures to incorporate ACS-Lite oriented “Green Occupancy Ratios” and “Red Occupancy Ratios”. A link to a paper documenting that work is at:
https://dl.dropboxusercontent.com/u/1007813/pfs/2013_06/GOR_ROR_Concept.pdf
- Extended the PCD concept to accommodate multiple contributing phases serving the interior movement of a diamond interchange
https://dl.dropboxusercontent.com/u/1007813/pfs/2013_06/Diamond_PCD.pdf

Progress July–Sept 2013 (includes meetings, work plan status, contract status, significant progress, etc.):

- Continued collaboration with Utah DOT on integration of performance measures into their web site.
- Developed methodology for integrating high resolution controller data from City of Richardson, Texas and Utah DOT into Indiana Performance Measure Web Page
- Integrated newly released Siemens high resolution controller data into performance measure web page (We now have Econolite, Peek, and Siemens)
- Initiated dialog with Intelight-ITS and Naztec to integrate high resolution data from those controllers.

Progress Oct-Dec 2013 (includes meetings, work plan status, contract status, significant progress, etc.):

- Continued collaboration with Utah DOT on integration of performance measures into their web site. See next page on significant progress that shows Utah, Indiana, and Michigan data being integrated in each other's web based platform. This data sharing has received very positive national attention because it demonstrates the portability/scalability of these performance measures across agencies.
- Collaborated with the AASHTO TIG group to provide them information to disseminate nationally.
- Collaborated with Utah, Indiana, Minnesota, and FHWA colleagues to prepare an ITE Article for the March 2014 issue of the ITE Journal on Performance Measures. This will be followed by a series of three national webinars to share experience and solicit broader stakeholder input.
- Continued dialog with Intelight-ITS and Naztec on high resolution data logging. Naztec has completed a beta data logger that Purdue begin testing in January. Current status of high resolution data loggers
 - Econolite ASC 3 – deployed in Indiana and Utah
 - Peek –deployed in Indiana
 - Siemens –deployed in Indiana
 - Naztec – beta testing at Purdue University
 - Intelight-ITS – beta testing with City of Richardson, TX
- Developed a portable data collection using device for agencies to participate in web sites without having to provide an IP link. We have tested that at 5 intersections in Indiana. March webinar will provide opportunity to bring additional states into test (we had preliminary dialog with Georgia DOT during TRB).
- Finalized Performance Measure Guidebook defined in Task 1.1 that was distributed for panel review in March 2013. Electronic and hard copies of the final document will be distributed to panel in February.

Progress Jan-Mar 2014 (includes meetings, work plan status, contract status, significant progress, etc.):

- Interfaced with Utah DOT to plan logistics for field deployment of DDI performance measures.
- Interfaced with Utah DOT to conduct link pivot analysis on selected corridors
- Completed performance measure monograph that summarizes portfolio of performance measures developed to-date. Citation and hyperlink to report is:

Day, C. M., D. M. Bullock, H. Li, S. M. Remias, A. M. Hainen, R. S. Freije, A. L. Stevens, J. R. Sturdevant, and T. M. Brennan. *Performance Measures for Traffic Signal Systems: An Outcome-Oriented Approach*. Purdue University, Lafayette, Indiana, 2014. doi: 10.5703/1288284315333.
<http://dx.doi.org/10.5703/1288284315333>

Progress Mar-Jun 2014 (includes meetings, work plan status, contract status, significant progress, etc.):

- Prepared technical paper with INDOT and Utah DOT on DDI performance measures for TRB.
- Prepared technical paper with INDOT on Diamond interchange performance measures and submitted to TRB.

Progress July-Oct 2014 (includes meetings, work plan status, contract status, significant progress, etc.):

- Prepared for November 12 Pooled Fund Workshop
- Submitted following TRB Papers

Day, Christopher, M., H. Li, A.M. Hainen, A.L. Stevens, J.R. Sturdevant and D.M. Bullock, "System-Level Analysis of Local Congestion Metrics for Protected and Permitted Movements at Signalize Intersections." Transportation Research Board, Paper No. 15-0062, recommended for presentation.

Day, Christopher, M., Remias, S.M., H. Li, M.M. Mekker, M.L. McNamara, E.D. Cox and D.M. Bullock, "Performance Ranking of Arterial Corridors Using Travel Time and Travel Time Reliability Metrics," Transportation Research Board, Paper No. 15-0063, recommended for presentation and publication.

Lavrenz, S.M., C.M. Day, A.M. Hainen, W.B. Smith, A.L. Stevens, H. Li and D.M. Bullock, "Characterizing Signalized Intersection Performance using Maximum Vehicle Delay," Transportation Research Board, Paper No. 15-0385, recommended for presentation and publication.

Hainen, Alexander, M., H. Li, A.L. Stevens, C.M. Day, J.R. Sturdevant and D.M. Bullock, "Sequence Optimization at Signalized Diamond Interchanges Using High-Resolution Event-Based Data," Transportation Research Board, Paper No. 15-0644, recommended for presentation and publication.

Hainen, Alexander, M., A.L. Stevens, C.M. Day, H. Li, J. Mackey, M. Luker, M. Taylor, J.R. Sturdevant and D.M. Bullock, "High-Resolution Controller Data Performance Measures for Optimizing Diverging Diamond Interchanges and Outcome Assessment with Drone Video," Transportation Research Board, Paper No. 15-0645, recommended for presentation and publication.

Li, Howell, S.M. Lavrenz, C.M. Day, A.L. Stevens and D.M. Bullock, "Quantifying Benefits of Signal Timing Maintenance and Optimization Using both Travel Time and Travel Time Reliability Measures," Transportation Research Board, Paper No. 15-01343, recommended for presentation and publication.

Progress Oct. – Dec. 2014 (includes meetings, work plan status, contract status, significant progress, etc.):

- Conducted Pooled Fund Study Workshop on November 12. Workshop was attended by representatives from California, Chicago, Georgia, Minnesota, Texas, Utah, Wisconsin, Pennsylvania, FHWA, and Indiana.
- Conducted Texas Workshop in DFW area on in collaboration with panel member Henry Wickes.

Progress Jan. – March 2015 (includes meetings, work plan status, contract status, significant progress, etc):

- Presentation at TRB in January of research findings (see papers above)
- Development of Traffic Detector Health Performance Measures
- Workshop with Cranberry Township in Pennsylvania
- Planning for May workshop with Georgia DOT

Progress Apr. - June 2015 (includes meetings, work plan status, contract status, significant progress, etc):

- Collaboration with Pennsylvania DOT on proposal for Implementation of Performance Measures
- Conducted Performance Measure Workshop with Georgia DOT on May 13, 2015
- Conducted Performance Measure Workshop at Wisconsin ITE Conference on April 22, 2015

Progress July – September 2015 (includes meetings, work plan status, contract status, significant progress, etc.)

- Initial planning for January 2016 Automated Traffic Signal Performance Measures Workshop in collaboration with AASHTO Aii and NOCoE.
- Participated in FHWA Vermont Scanning Tour on September 22, 2015.
- Presented Performance Measure Project Findings at ITS Midwest on September 28, 2015.
- Participated in FHWA Pennsylvania Scanning Tour on October 19, 2015.
- Submitted following TRB papers:
Day, Christopher M., S.M. Lavrenz, A.L. Stevens, R.E. Miller, and D.M. Bullock, “Extending Link Pivot Offset Optimization to Arterials with Single Controller Diverging Diamond Interchange,” Submitted to Transportation Research Board, August 1, 2015, Paper No. 16-0111. Recommended for presentation and publication.

Day, Christopher M. and D.M. Bullock, “Opportunities for Detector-Free Signal Optimization with Limited Connected Vehicle Market Penetration: A Proof-of-Concept Study,” Submitted to Transportation Research Board, August 1, 2015, Paper No. 16-0112. Recommended for presentation and publication.

Lavrenz, Steven M., C.M. Day, W.B. Smith, J.R. Sturdevant, and D.M. Bullock, “Assessing Longitudinal Arterial Performance and Traffic Signal Retiming Outcomes,” Submitted to Transportation Research Board, August 1, 2015, Paper No. 16-0113. Recommended for presentation and publication.

Lavrenz, Steven M., J. Grossman, R.S. Freije, and D.M. Bullock, “Use of High Resolution Signal Controller Data to Identify Red Light Running Vehicles,” Submitted to Transportation Research Board, August 1, 2015, Paper No. 16-0209. Recommended for presentation and publication.

Li, Howell, C.M. Day, J.R. Sturdevant, and D.M. Bullock, “Scaling Detailed High-Resolution Data Split Performance Measures to Statewide System Level Management,” Submitted to Transportation Research Board, August 1, 2015, Paper No. 16-4149. Recommended for presentation.

Progress Oct – Dec 2015 (includes meetings, work plan status, contract status, significant progress, etc.)

- Continued planning for January 2016 Automated Traffic Signal Performance Measures Workshop in collaboration with AASHTO Aii and NOCoE.
- Submitted PFS Monograph Volume II to PFS members for review.
http://web.ics.purdue.edu/~cmday/signalprocess_2015_12_22.pdf
- Presentation at Ohio Transportation Engineering Conference (OTEC), October 28, 2015.
- Presentation at Maryland ITS on November 9, 2015.
- Presentation at Pennsylvania Transportation Engineering and Safety Conference on December 10, 2015.

Progress Jan – Mar 2016 (includes meetings, work plan status, contact status, significant progress, etc.)

- Made the following presentations at TRB in January 2016
Day, Christopher M., S.M. Lavrenz, A.L. Stevens, R.E. Miller, and D.M. Bullock, “Extending Link Pivot Offset Optimization to Arterials with Single Controller Diverging Diamond Interchange,” Paper No. 16-0111.

Day, Christopher M. and D.M. Bullock, “Opportunities for Detector-Free Signal Optimization with Limited Connected Vehicle Market Penetration: A Proof-of-Concept Study,” Paper No. 16-0112. Publication pending.

Lavrenz, Steven M., C.M. Day, W.B. Smith, J.R. Sturdevant, and D.M. Bullock, “Assessing Longitudinal Arterial Performance and Traffic Signal Retiming Outcomes,” Paper No. 16-0113. Publication pending.

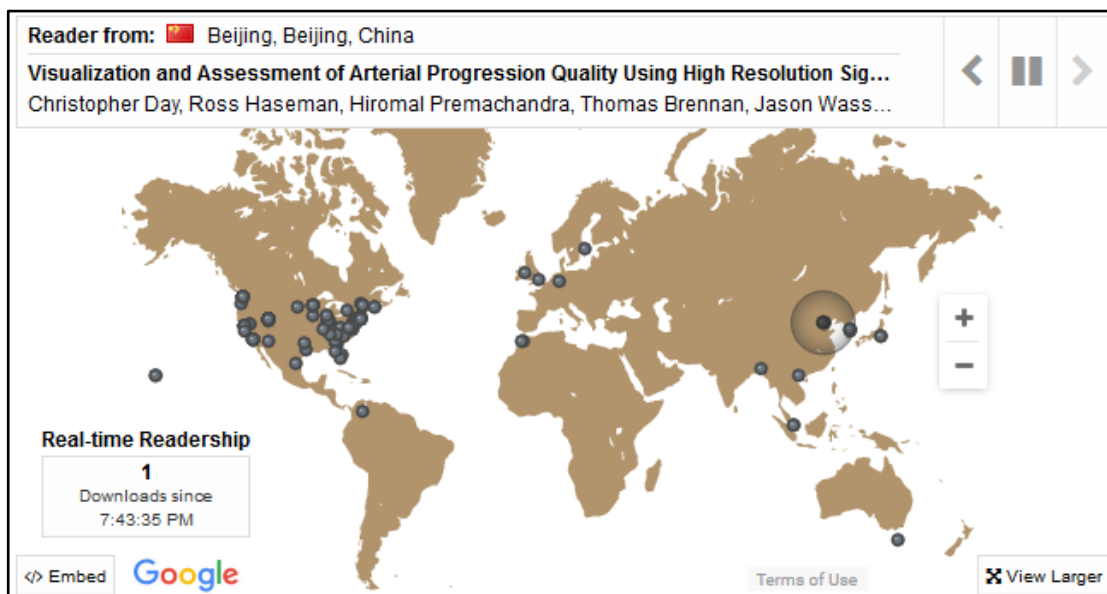
Lavrenz, Steven M., J. Grossman, R.S. Freije, and D.M. Bullock, "Use of High Resolution Signal Controller Data to Identify Red Light Running Vehicles," Paper No. 16-0209. **Received TRB AHB25 Committee 2016 Best Paper Award.** Publication pending.

Li, Howell, C.M. Day, J.R. Sturdevant, and D.M. Bullock, "Scaling Detailed High-Resolution Data Split Performance Measures to Statewide System Level Management," Paper No. 16-4149.

- Automated Traffic Signal Performance Measure (SPM) Workshop in Salt Lake City on January 26-27, 2016 Collaborated with Utah DOT to plan and deliver workshop attended by over 169 participants from 85 different organizations as represented by the map below.




- SPM Workshop Presentations and Posters are archived on Purdue e-Pubs: <http://docs.lib.purdue.edu/atspmw/> From January 26 through April 5, 2016, the presentations and posters have been downloaded 554 times. A map representing the worldwide impact of these proceedings is shown below.



- Responded to review comments for PFS Monograph Volume II entitled “Integrating Traffic Signal Performance Measures into Agency Business Processes,” finalized the author manuscript and submitted for typesetting. Final publication and print production is pending. Citation and link to author’s manuscript:
Day, C. M., D. M. Bullock, H. Li, S. Lavrenz, W. B. Smith, and J. R. Sturdevant, J. R. *Integrating Traffic Signal Performance Measures into Agency Business Processes*. Purdue University, West Lafayette, Indiana, 2015. <http://dx.doi.org/10.5703/1288284316063>
- Conducted SPM Webinar for CalTrans on March 24, 2016.

Messages

1. Web dissemination
2. Background/Context/Attribution
3. Performance Measure Pyramid
 - Communication
 - Detectors
 - Splits
 - Coordination
4. Longitudinal System Monitoring
5. Outcome Assessment Telling Our Story
6. Performance Measures will not reduce consulting, but I believe their services will evolve

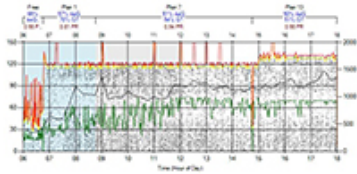


Progress April – June 2016 (includes meetings, work plan status, contact status, significant progress, etc.)

- Published the PFS Monograph:
Day, C. M., D. M. Bullock, H. Li, S. Lavrenz, W. B. Smith, and J. R. Sturdevant. *Integrating Traffic Signal Performance Measures into Agency Business Processes*. Purdue University, West Lafayette, Indiana, 2015
<http://dx.doi.org/10.5703/1288284316063>
- Distributed copies of PFS Monograph “Integrating Traffic Signal Performance Measures into Agency Business Processes” to PFS members, Utah SMP workshop attendees, and other stakeholders.
- Automated Traffic Signal Performance Measures (ATSPMs) was selected as an Every Day Counts innovation in Round 4. http://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/

Automated Traffic Signal Performance Measures (ATSPMs)

Highway agencies typically rely on complaints or manual data collection processes to identify the need for and outcomes of signal retiming projects. These projects are typically scheduled on a three- to five-year cycle, at a cost of approximately \$4,500 per intersection. The costs and level of effort associated with collection of performance data translates into congestion, reduced safety and increased delays for vehicles, pedestrians and bicycles.



ATSPMs will revolutionize the management of traffic signals by providing the high resolution data necessary to actively manage performance. High quality service can be delivered to customers with significant cost savings to agency maintenance and operations activities. A number of technology implementation options are available including a low-cost open source code framework supported by peers, to fully integrated traffic signal system alternatives provided by vendors or consultants.

- Initiated a project with Pennsylvania DOT entitled “Implementation of Probe Data Performance Measures” aimed at developing and implementing a series of data-driven performance measure dashboards for Pennsylvania’s highway system.

Progress July – September 2016 (includes meetings, work plan status, contact status, significant progress, etc.)

- Submitted following TRB Papers:
Day, Christopher M., H. Li, L.M. Richardson, J. Howard, T. Platte, J.R. Sturdevant, and D.M. Bullock, “Detector-Free Optimization of Traffic Signal Offsets with Connected Vehicle Data,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00089, publication pending.

Day, Christopher M., and D.M. Bullock, “Visualization of the Potential Performance of Coordinated Systems to Support Management of Signal Timing,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00090, publication pending.

Day, Christopher M., and D.M. Bullock, “Investigation of Self-Organizing Traffic Signal Control with Graphical Signal Performance Measures,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00094, publication pending.

Li, Howell, L.M. Richardson, C.M. Day, J. Howard, and D.M. Bullock, “Scalable Split Failure Identification Dashboard and Time Improvement Heuristic,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00313, publication pending.

Krohn, Drake W., L. Rymarczuk, J.K. Mathew, C.M. Day, H. Li, A. Patel, D. Farley, and D.M. Bullock, “Outcome Assessment using Connected Vehicle Data to Justify Signal Investments to Decision Makers,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00314, accepted for presentation.

Richardson, Lucy M., M.D. Luker, C.M. Day, M. Taylor, and D.M. Bullock, “Outcome Assessment of Peer-to-Peer Adaptive Control Adjacent to a National Park,” Submitted to Transportation Research Board, August 1, 2016, Paper No. 17-00315, publication pending.

- PFS Team Members Darcy Bullock, Jim Sturdevant, and Mark Taylor participated in several telecons and webinars with Eddie Curtis and Rick Denney as members of the EDC-4 Implementation Team for Automated Traffic Signal Performance Measures (ATSPMs)
- Plan a PFS annual meeting to be held in Minneapolis on October 26, 2016, with the purpose of reviewing current project status, consider new research opportunities, and determine if the PFS should be expanded and expended beyond its current end date of 6/30/17.
- Plan an ATSPM Vendor workshop for November 10, 2016, in collaboration with Eddie Curtis and Rick Denney.

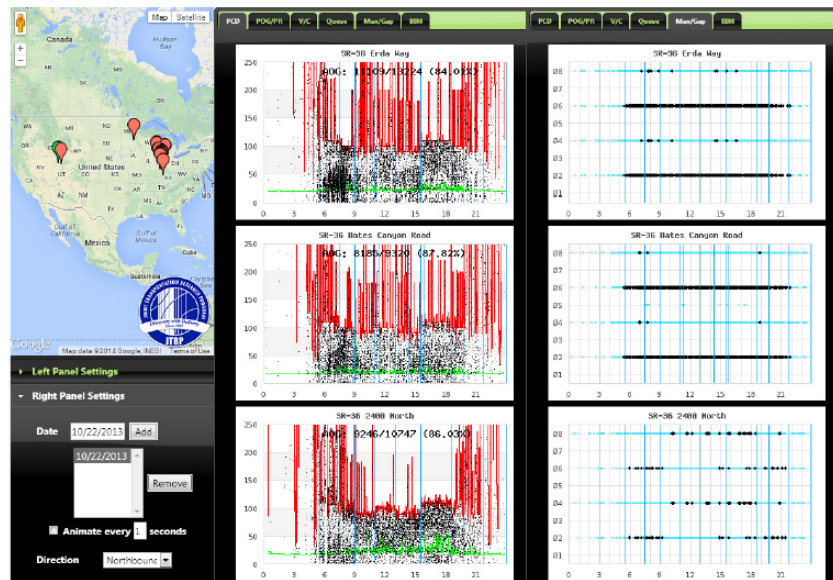
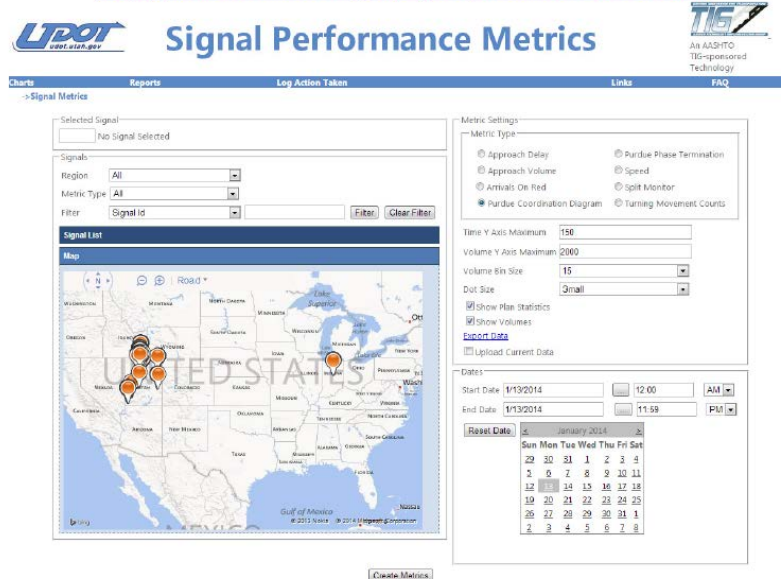
Anticipated work next quarter (October - December, 2016):

- Participate in EDC-4 Summit in Minneapolis on Oct. 25-26.
- Conduct PFS Traffic Signal Systems Operations and Management annual meeting on October 26, 2016 at the conclusion of EDC Summit in Minneapolis, MN.
- Host ATSPM workshop on November 10, 2016.
- Continue engagement with Pennsylvania DOT on implementation of performance measures
- Continue engagement with UTAH DOT on implementation of performance measures

Significant Results:

- **INDOT, Utah, and Minnesota have all deployed high resolution data collection. That data has been exchanged and both INDOT and Utah DOT have integrated this peer data into their performance measure**

<http://udottraffic.utah.gov/signalperformancemetrics/>



In addition, the following agencies have deployed high resolution data collection: Seminole County, FL; Wisconsin DOT; Georgia DOT; Overland Park KS; FAST, Los Vegas, NV

Examples are shown below.

Signal Metrics

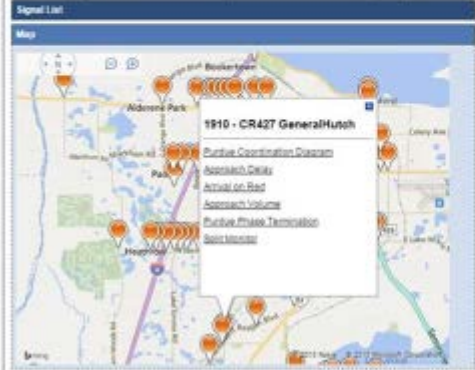
Selected Signal:
1910 - CRAZT General/Hutch

Signals

Region:

Metric Type:

Filter:



Create Metrics

Metric Settings:

Metric Type:

Approach Delay

Approach Volume

Arrivals On Red

Purview Coordination Diagram

Purview Phase Termination

Signal Monitor

Delay Per Vehicle Y Axis Maximum:

Total Delay Per Hour Y Axis Maximum:

Volume Bin Size:

Show Rank Statistics

Show Delay Per Vehicle

Show Total Delay Per Hour

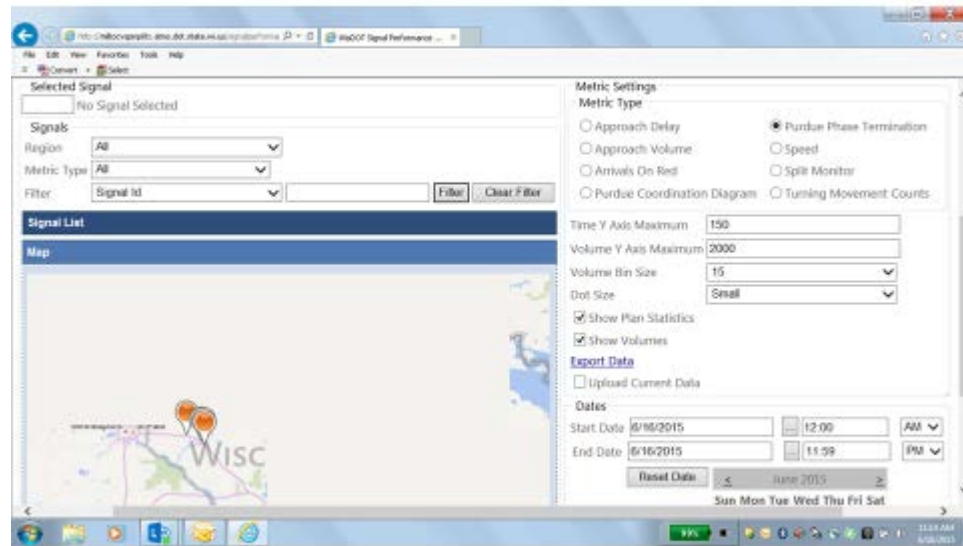
Dates:

Start Date:

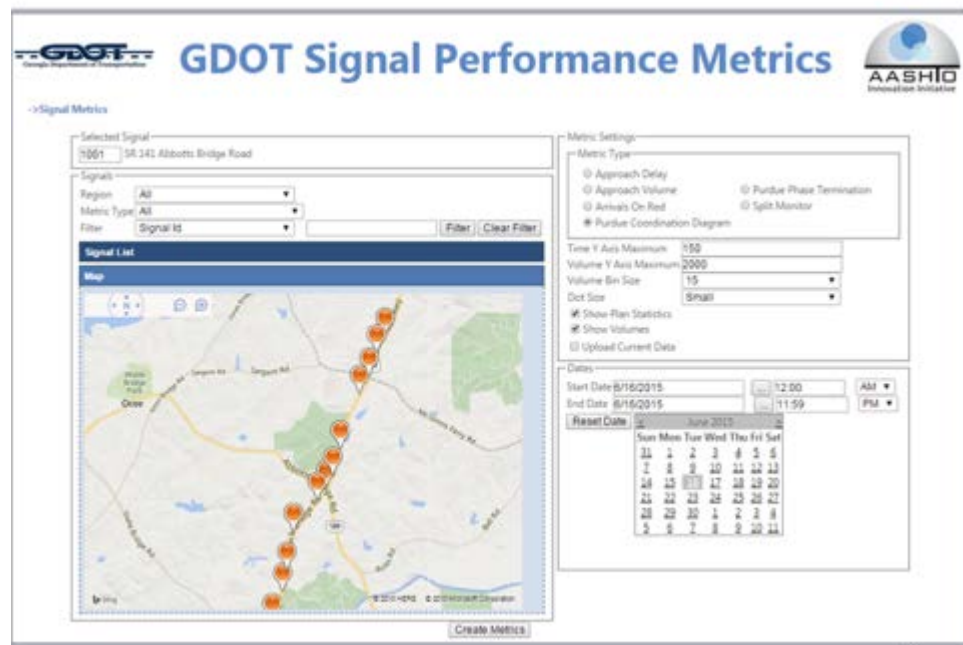
End Date:

Reset Date:

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6



20



11

OVERLAND PARK
SIGNAL Performance Metrics

AASHIO
Innovation Initiative

Selected Signal: No Signal Selected

Region: All
Metric Type: All
Filter: Signal ID

Metric Settings:
Metric Type: Purdue Phase Termination
 Approach Delay
 Approach Volume
 Arrivals On Red
 Purdus Coordination Diagram
 Speed
 Split Monitor
 Turning Movement Counts

Time Y Axis Maximum: 150
Volume Y Axis Maximum: 2000
Volume Bin Size: 15
Dot Size: Small

Show Plan Statistics
 Show Volumes

Export Data
 Upload Current Data

Start Date: 9/24/2014 12:00 AM
End Date: 9/24/2014 11:59 PM

Reset Date: September 25, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
24	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

Create Metrics

FAST
SIGNAL Performance Metrics

AASHIO
Innovation Initiative

Charts Reports Links FAQ

Selected Signal: No Signal Selected

Region: All
Metric Type: All
Filter: Signal ID

Metric Settings:
Metric Type: Purdue Phase Termination
 Approach Delay
 Approach Volume
 Arrivals On Red
 Purdus Coordination Diagram
 Speed
 Split Monitor
 Turning Movement Counts

Time Y Axis Maximum: 150
Volume Y Axis Maximum: 2000
Volume Bin Size: 15
Dot Size: Small

Show Plan Statistics
 Show Volumes

Export Data
 Upload Current Data

Start Date: 9/19/2015 12:00 AM
End Date: 9/19/2015 11:59 PM

Reset Date: June 2015

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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	1	2	3	4
5	6	7	8	9	10	11

Create Metrics

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

None