QUARTERLY PROGRESS REPORT

July through September 2020

Independent Evaluation of Non-Traditional Methods to Obtain Annual Average Daily Traffic
FHWA Pooled Fund Study # TPF-5(384)

Submitted by:
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Independent Evaluation Team

WORK CONDUCTED THIS QUARTER

Task 1: Project Management and Final Report

- Held bi-weekly status and coordination meetings with FHWA and NREL evaluation team. Reported on progress and discussed strategies for identifying and gathering accurate benchmark data for the evaluation.

Task 2: Independent Technical Review, Assessment and Support on the Passive Data AADT Method Development

- **Gathered short duration counts for use in evaluation:** Project team having difficulty finding a sufficient number of permanent benchmark sites, so it was decided to pursue the use of short duration counts as part of the comparisons. Began compiling short duration counts from the state DOT staff.

- **Technology validation ongoing:** The project team is assessing the accuracy of selected sites that have been chosen as possible benchmark sites. This is being done to ensure that an accurate benchmark is used to evaluate the accurate of StreetLight Data count estimates. Preliminary results will be available in October and November.

- **First submittal of test sites to StreetLight Data:** The project team submitted 11,815 test sites to StreetLight Data on September 7. These 11,815 test sites included 4,767 permanent counters and 7,048 short duration counts. In return, StreetLight Data will provide AADT and ADT traffic count values for four selected months to the project team in mid-October.

WORK PLANNED FOR NEXT QUARTER

- Hold bi-weekly status and coordination meetings with FHWA and NREL on August 10 and 24.
- Review technology validation results provided by NREL and make determinations about which independent count sites can be used as benchmarks.
- Begin reviewing and evaluating traffic count estimates provided by StreetLight Data.

SIGNIFICANT ISSUES

- **Complication with ITS sites:** The team has devoted significant time to reviewing ITS sites which have turned out to be inadequate as benchmark sites. Many ITS sites reviewed by the project team as possible benchmark sites either have incomplete or inaccurate location data. Further, some of these ITS sites are not monitoring all lanes (like not monitoring acceleration, deceleration, or auxiliary lanes), which eliminates their use as a benchmark site.