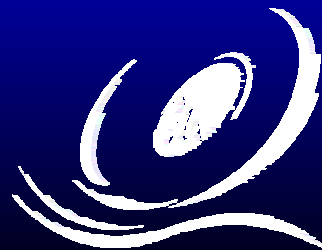


# **National Traffic Signal Report Card**

**METROPLAN ORLANDO  
Board Meeting  
August 2005**



# National Traffic Signal Report Card: Purpose

- Determine how well the nation supports signals
- Build a case for more attention and investment
- Provide a benchmarking tool for agencies

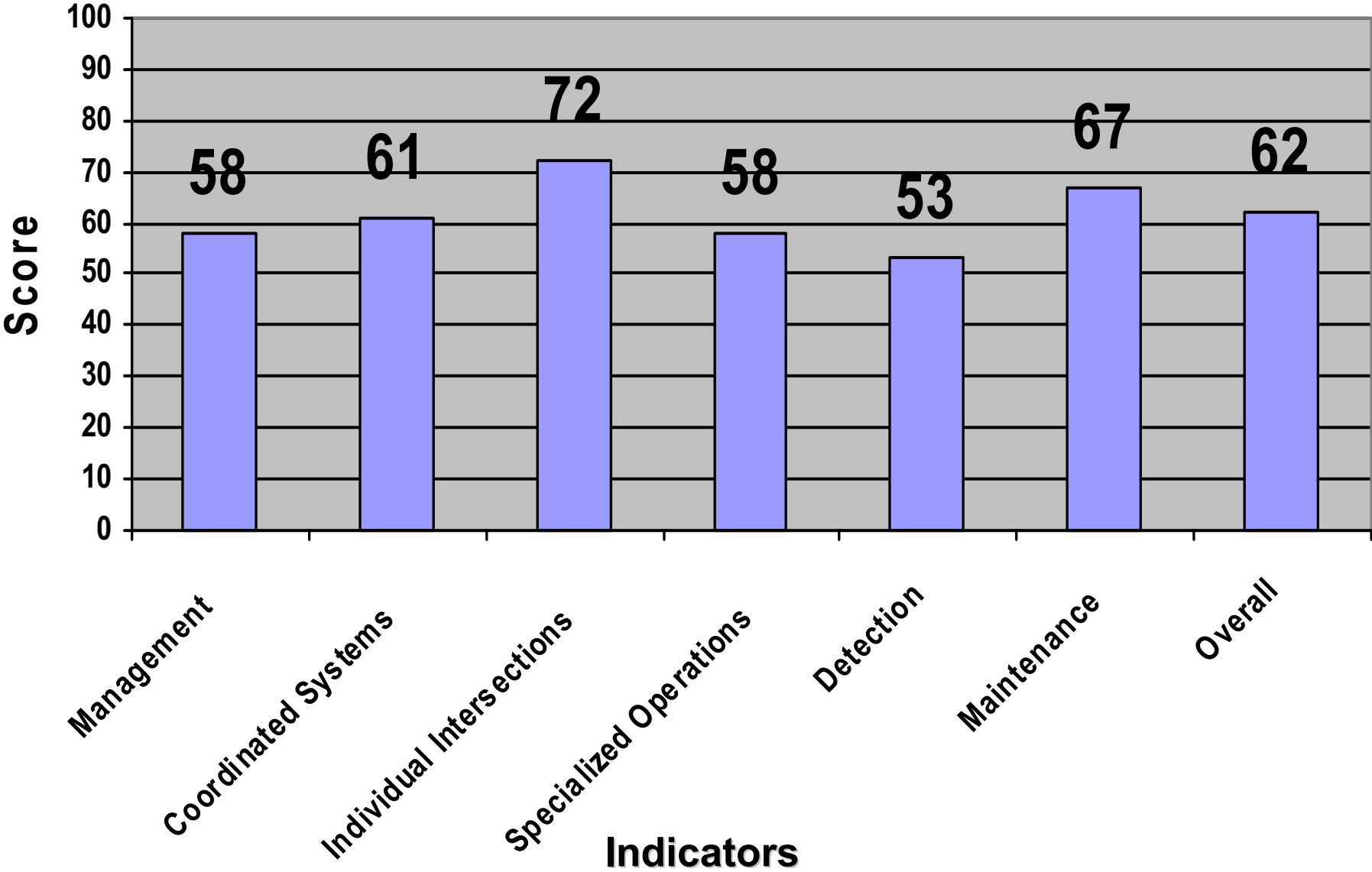
# National Traffic Signal Report Card: Self Assessment

- Proactive Management
- Coordinate Signal Systems
- Individualized Signal Systems
- Specialized Operations
- Detectors
- Maintenance
- **All responses were anonymous**

# National Traffic Signal Report Card: Participants

- 378 Responses
  - 49 states represented
  - 242 cities
  - 62 counties
- Good distribution between
  - Population
  - Signal system size

# National Report Card



# National Traffic Signal Report Card: Findings

- Large systems scored higher than national
- Small systems noticeably lower
- Fairly equal scoring among agency types
- States slightly higher in some categories

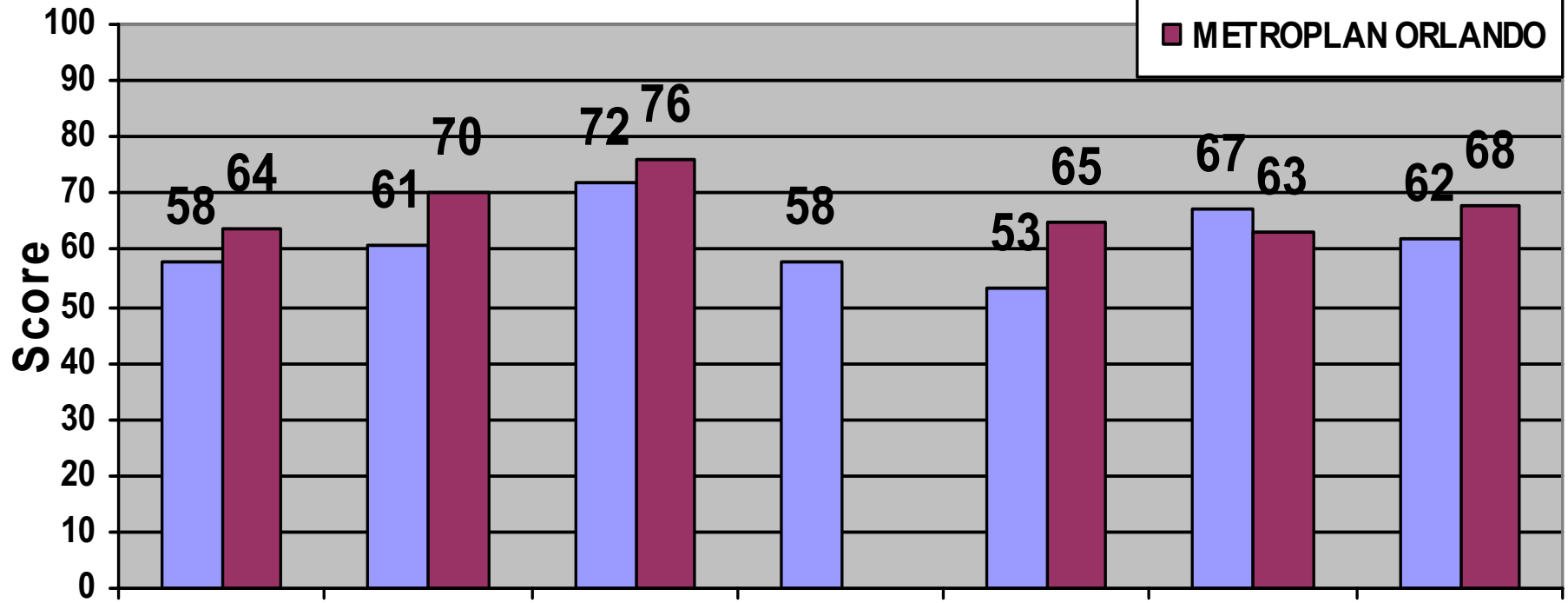
# National Traffic Signal Report Card: Findings

- Proactive Management
  - 68% have no documented management plan or manage “ad hoc”
- Coordinated Operations
  - >50% do not conduct timing reviews every 3-5 years

# National Traffic Signal Report Card: Findings

- Individualized Operations
  - 75% have no documented process to trigger timing reviews
- Detectors
  - 1/3 have no regular process for collecting data for timing
- Maintenance
  - Agencies operate with minimum staffing

# National Report Card



Management

Coordinated Systems

Individual Intersections

Specialized Operations

Detection

Maintenance

Overall

Indicators

# National Traffic Signal Report Card: Lessons Learned

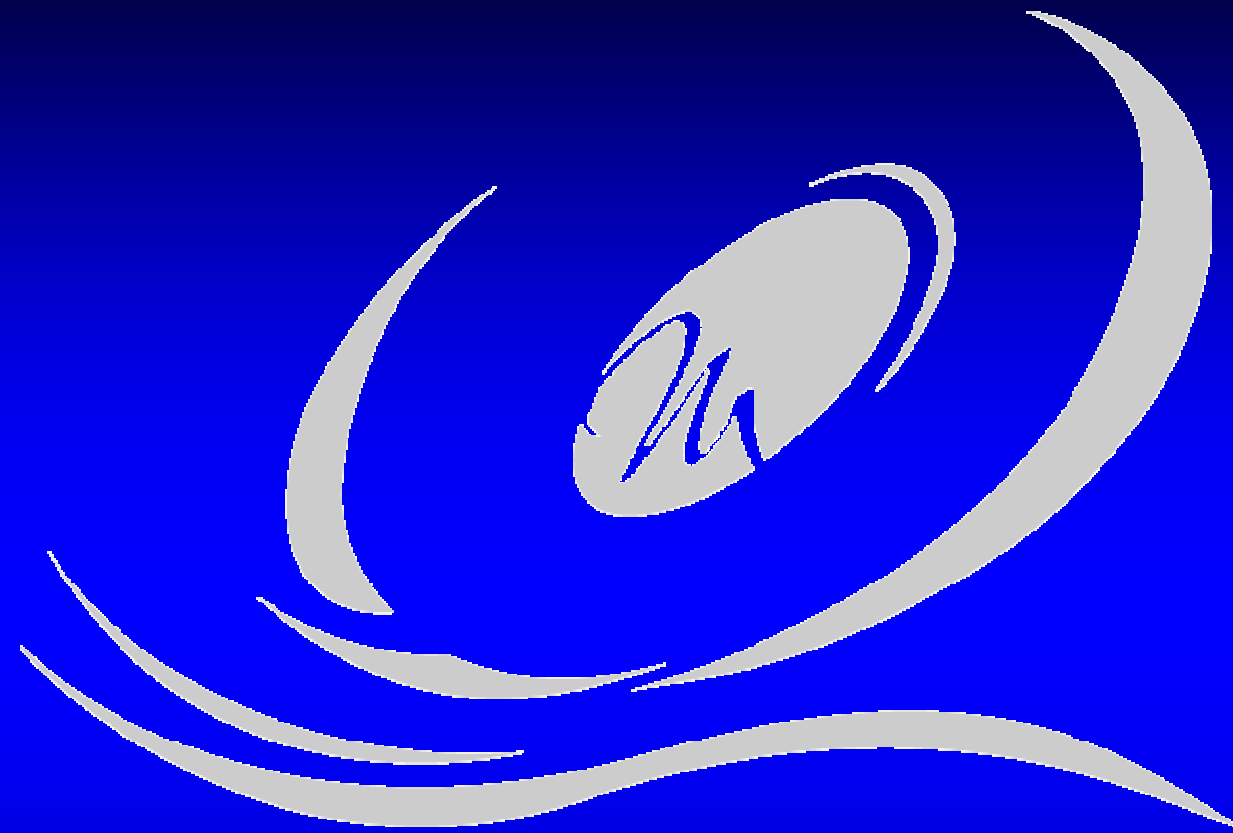
- Nation doesn't support signal operations well
- Agencies manage signals by *fighting fires*
- Resource limitations result in inefficient operations
- Small investments have big benefits (40:1 B/C)

# National Traffic Signal Report Card: If we had the resources for a high score

- Delay would decrease by 15-20%
- Travel time would reduce up to 25%
- Emissions would reduce up to 22%
- Fuel consumption would reduce up to 10%

## Local Perspective

- Improvement and coordination recommended in LRTP update
- Transportation Issues in Central Florida: A Survey of Public Opinion, 2005
- Texas Transportation Institute 2005 Urban Mobility Report



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