



CITIZEN REPORTING

A UDOT Program

UDOT Citizen Reporting Program

2013 Road Weather Management
Stakeholder Meeting

July 18, 2013



TRAFFIC MANAGEMENT DIVISION



Outline

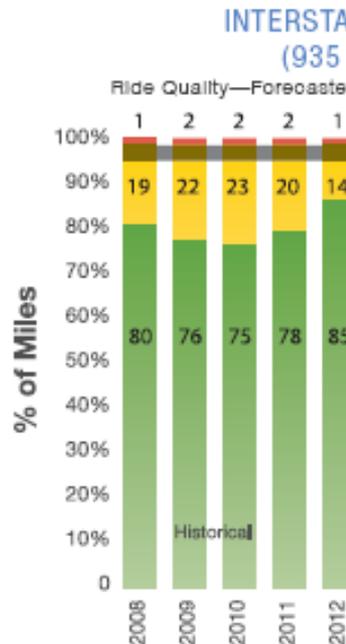
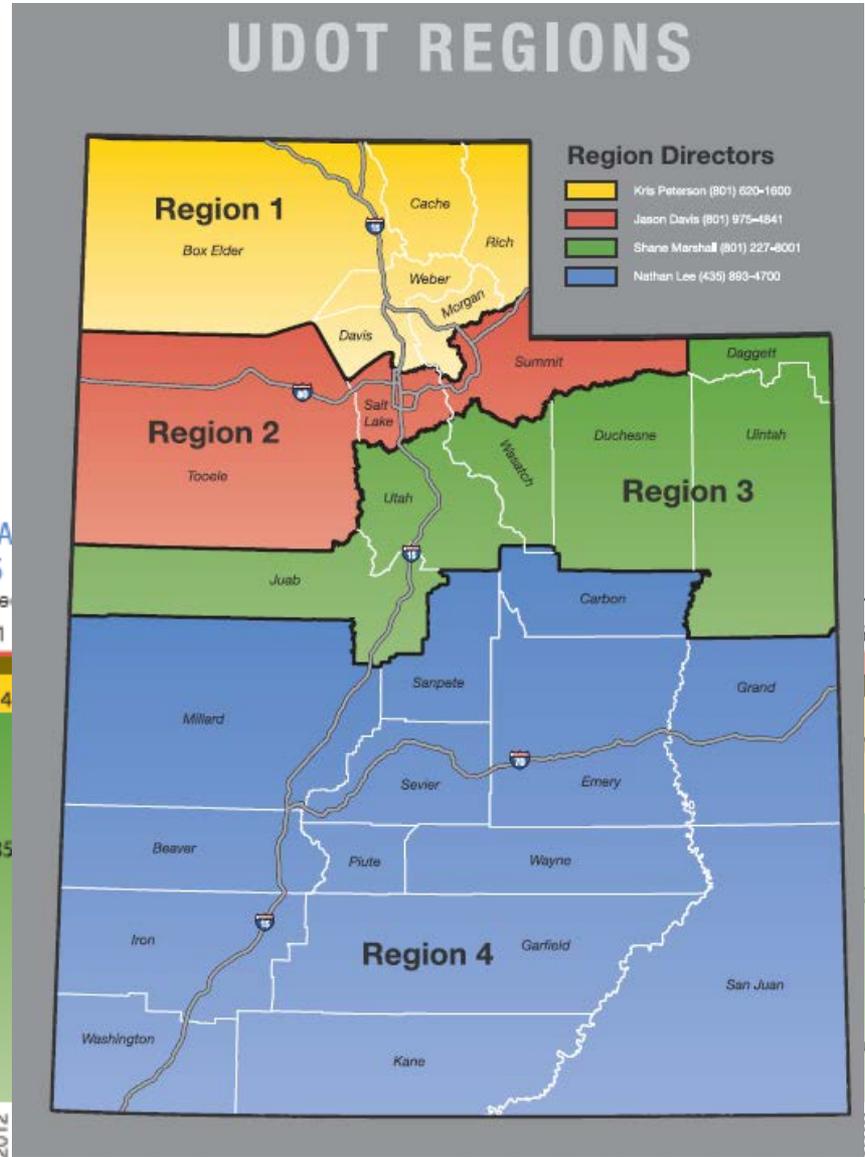
- UDOT Strategic Direction
- The UDOT Traffic Management Division
- Citizen Reporter Program
 - Pilot Year Goals and Lessons Learned
 - Current and Future Efforts
 - Training Plan
 - Project Evaluation



UDOT Weather Operations Room

UDOT Strategic Direction

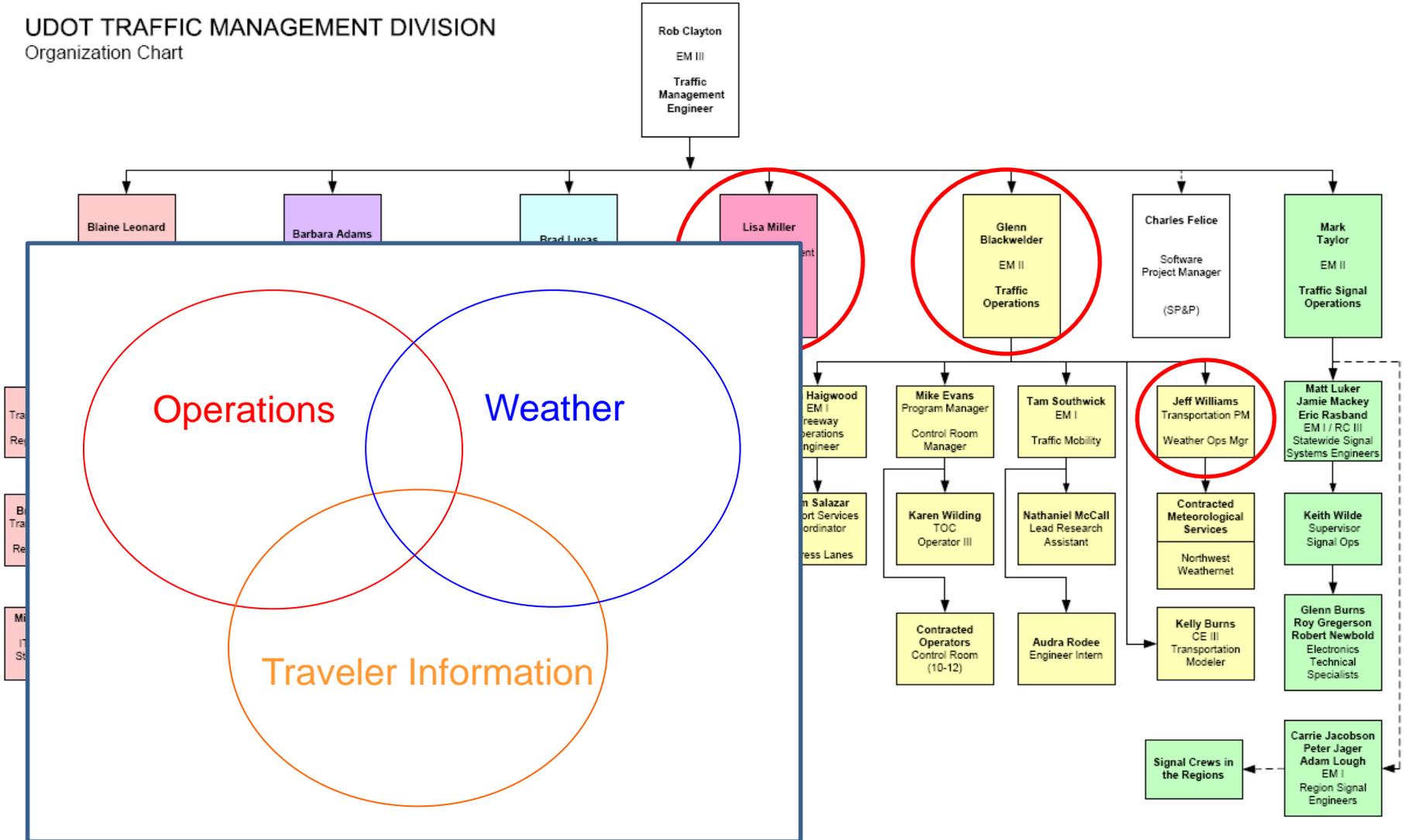
- Preserve Infrastructure
- Optimize Mobility
- Zero Fatalities
- Strengthen the Economy
- New Executive Director
- Population Growth





UDOT Traffic Management Division

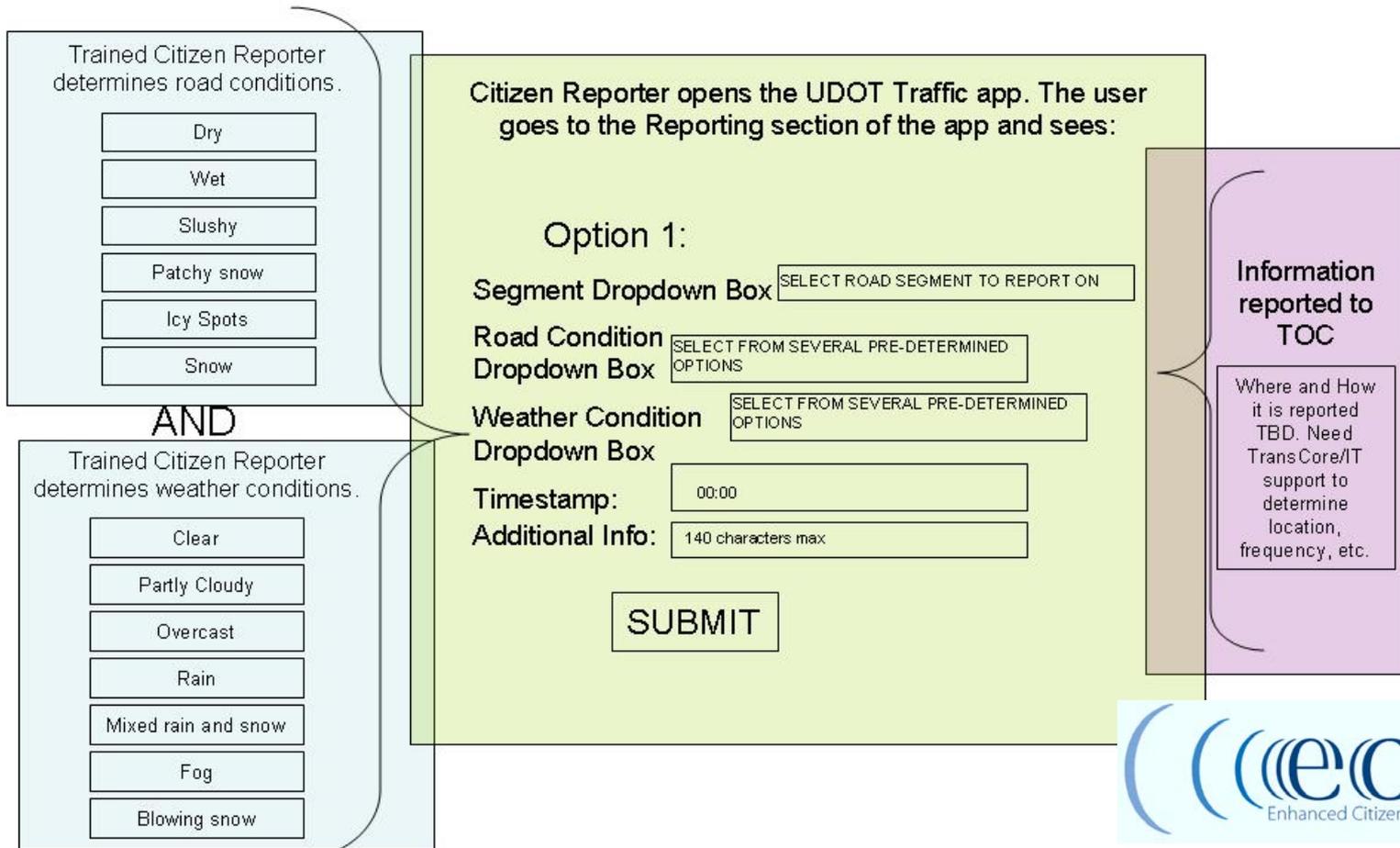
UDOT TRAFFIC MANAGEMENT DIVISION
Organization Chart



The Citizen Reporter Program

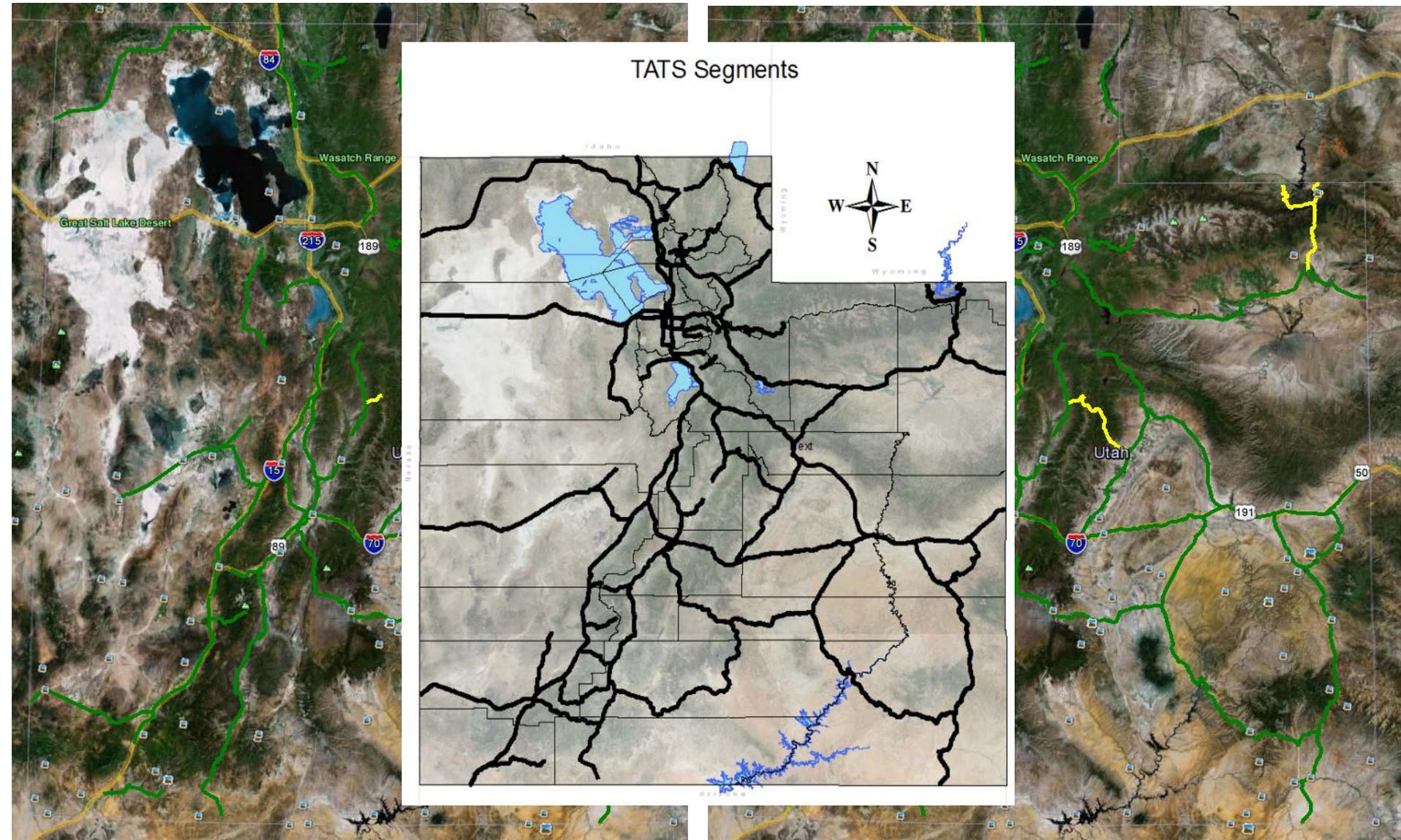


UDOT Citizen Reporting Program Communications Diagram



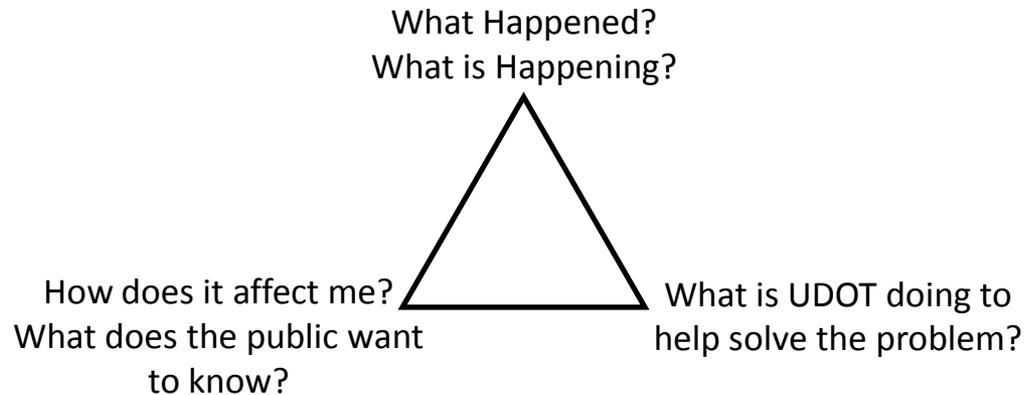
The goal of this Program is to allow trained Citizen Reporters to transmit road condition information (and possibly other information) to the UDOT TOC for inclusion into the TATS road reporting system.

TATS Segments



Pilot Year

Public Information Messaging Triangle



Define
project
vision, goals
and
objectives

Explore
project
concepts

Develop
operational
scenarios

Develop and
document
the concept
of
operations

WRTM CITE Course

Traffic and Weather Data Collection and Integration

WRTM rests on a foundation of good data. It relies on quality-checked, actionable data from multiple sources. It is hard to manage a system without adequate situational awareness of conditions. Six different categories of data are relevant to WRTM.

Mouse over each bullet for more information.

- ▶ Traffic Stream and Event Data
- ▶ Weather Data
- ▶ Pavement Condition Data
- ▶ Asset/Infrastructure Data
- ▶ Other Partner's Data
- ▶ Customer Feedback/Observation Data

Behavioral/Human Factors Analysis

Unless the content, format, and timing of available weather information is consistent with what travelers need, want, and will use, then such information may not be useful and—in certain situations—may even lead to reduced mobility, as well as unsafe driving decisions and behaviors.

Understanding how travelers consume and react to weather condition information is important to develop the right messages for the travelling public.

TYPICAL IMPACTS	WEATHER EFFECTS (Percent reduction)	
	RAIN	SNOW
Capacity	-4% to -30 %	-3% to -27%
Volume	-20 %	-6% to -26%
Speed at Capacity	-8% to -14 %	-5% to -19%
Saturation Flow	-2% to -6 %	-3% to -21%

Source: FHWA Report JPO-11-019

<http://www.citeconsortium.org/registration.html>



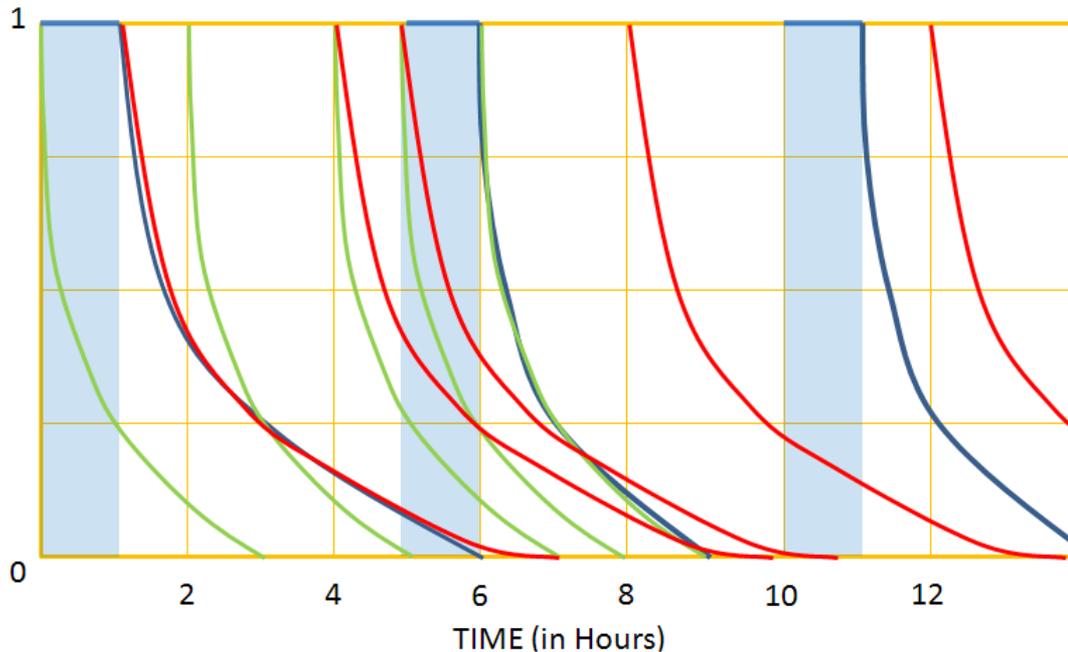
Current Projects

TI Mets (Reports valid for 6 hours have an exponential decrease to 0% and report expires. TI Met reports are never more valuable than a TATS report if they are reported at the same time.)

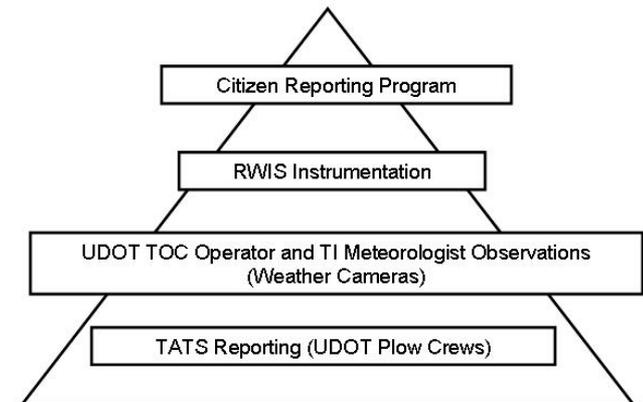
TATS (Reports valid for 1 hour then an exponential decrease to 6 hours when the report expires. TATS reports have priority for 1 hour after reporting and are not overwritten by any other type of reporter)

Citizen Reporters (Reports valid for 3 hours and have an exponential decrease to 0% and report expires.)

Color that appears “on top” is the report that is used for the RYG (not including priority TATS report for 1 hour)



UDOT Weather Operations Program Data Input Sources



Training Program

- Introduction and Thank You
- Wyoming ECAR Program
- Reporter Selection Process/Criteria
- Program Goals
- Types of Road Users in Utah
- Safety!
- Type of Information to Report
- Definitions of Road Conditions
- Definitions of Weather Conditions
- UDOT Winter Operations information
- Driving Safe around Plows
- The Citizen Reporting app



The Reporting App



Future Efforts

- Plow driver app
- On-line training
- Utah Highway Patrol, Utah Trucking Association, National Weather Service, general public
- Program marketing



Questions?

Weather plays a role in **25%** of all crashes.

The annual cost of weather-related crashes is **\$42 Billion**.

On average, in weather-related crashes each year:
7,400 people are killed
629,000 people are injured.

Weather causes **25%** of all non-recurring congestion delays.
The total delay is about **5 billion** hours per year.

Source: WRTM CITE Course

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