August 16, 2012

12:00 Noon to 4:00 PM

EDC Exchange for Local and Tribal Agencies

Local Discussion for Adaptive Signal Control Technologies: Managing Risks, Achieving Objectives

Are motorist complaining about waiting too long or stopping too often at traffic signals? Do you need a more proactive strategy for keeping signal timing aligned with traffic demand? Are data collection, modeling and fine tuning absorbing your time and budget? Then Adaptive Signal Control Technology might be for you.

The traditional signal timing process involves collecting a small sample of traffic volumes to develop "Time-Of-Day" signal timing plans that accommodate AM, Mid-Day, PM and Off-peak periods. These "Time-Of-Day" plans typically remain in place for 3-5 years or more and are most effective when traffic conditions resemble the design condition. When traffic conditions deviate from design conditions it is characterized as variability in demand. As variability increases signal timing becomes less effective and may result in congestion, increased emissions and crashes. The level of variability is related to land use retail land use such as big box stores and restaurants tend to induce high levels of variability during the mid-day, pm and weekend periods.

The greatest challenge to successfully implementing ASCT is selecting a system that meets the agencies' operational objectives and needs within the constraints of agency capability, budget and infrastructure. There are currently 16 adaptive control systems available from vendors in the U.S., each with specific functional objectives and unique data collection, communications, maintenance and operational requirements that must align with agency policies and resources. To mitigate the risks associated with ASCT implementation the FHWA has developed a document entitled "Model Systems Engineering Documents for Adaptive Signal Control Technology Implementation" that greatly reduces the level of effort involved in selecting an ASCT system.

Local and State agencies have used the guidance to help successfully navigate the implementation process. This EDC Exchange will address the ASCT implementation process from consideration of the technology to selection and operation and maintenance.

Join the Federal Highway Administration, MassDOT, other municipalities, and the Baystate Roads Program (LTAP) for: lunch, a local discussion on Traffic Control Signalization, and an FHWA webinar with discussion on Adaptive Signal Control Technologies. Delivery methods will include live presentations, webinar presentations, and several interactive webinar question and answer periods. The event will be held in the Central Massachusetts Regional Planning Commission (CMRPC) Training Room at Union Station in Worcester. There is no fee to attend this EDC Exchange session, and local municipal agencies are strongly encouraged to attend. Food will be provided. Space is limited, so please register early. Webinar location:

CMRPC Training Room
Union Station
2 Washington Square
Worcester, MA 01604
508.756.7717

Agenda (Subject to Change)

11:30 am	**Room Opens**
12:00 pm	**Lunch (provided)**
12:45	**MassDOT Signal Control Initiatives**
1:45	**Break (Coffee, Snack)**
2:00	**National FHWA Webinar Part I**
2:25	**Local Q and A / Discussion**
2:45	**National Q and A / Discussion**
3:00	**National FHWA Webinar Part II**
3:25	**Local Q and A / Discussion**
3:40	**National Q and A / Discussion**
4:00 pm	**Adjourn**

Please visit the Baystate Roads Program website to register for this free event:

www.mass.gov/baystateroads