

# Tracking the Deployment of the Integrated Metropolitan ITS Infrastructure in Tulsa

## **FY99 Results**

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## Table of Contents

Part 1 - Background and Purpose.....	1
Part 2 - Summary 1999 Survey Results .....	3
Part 3 - Detailed 1999 Survey Results .....	7
Freeway Management Component Indicators.....	9
Freeway Management Integration Indicators.....	11
Incident Management Component Indicators.....	13
Incident Management Integration Indicators .....	15
Arterial Management Component Indicators.....	17
Arterial Management Integration Indicators.....	19
Electronic Toll Collection Component Indicators .....	21
Electronic Toll Collection Integration Indicators.....	22
Transit Management Component Indicators.....	23
Transit Management Integration Indicators .....	24
Electronic Fare Payment Component Indicators.....	26
Electronic Fare Payment Integration Indicators.....	27
Highway-Rail Intersection Component Indicators.....	28
Highway-Rail Intersection Integration Indicators.....	29
Emergency Management Component Indicators .....	30
Emergency Management Integration Indicators.....	31
Regional Multimodal Traveler Information Component Indicators .....	32
Regional Multimodal Traveler Information Integration Indicators .....	33
Appendix A. Survey Coverage Area.....	A.1
Appendix B. Surveyed Agencies .....	B.1
Appendix C. Freeway Management Components.....	C.1
Appendix D. Freeway Management Integration.....	D.1
Appendix E. Freeway Management Information Collection and Dissemination.....	E.1
Appendix F. Arterial Management Components .....	F.1
Appendix G. Arterial Management Integration.....	G.1
Appendix H. Arterial Management Information Collection and Dissemination.....	H.1
Appendix I. Transit Management Components .....	I.1
Appendix J. Transit Management Integration.....	J.1
Appendix K. Transit Management Information Collection and Dissemination.....	K.1
Appendix L. Emergency Management.....	L.1

## Part 1 - Background and Purpose

In January 1996, Secretary Peña set a goal of deploying the integrated metropolitan Intelligent Transportation System (ITS) infrastructure in 75<sup>1</sup> of the nation's largest metropolitan areas by 2006:

*"I'm setting a national goal: to build an intelligent transportation infrastructure across the United States to save time and lives, and improve the quality of life for Americans. I believe that what we do, we must measure . . . Let us set a very tangible target that will focus our attention . . . I want 75 of our largest metropolitan areas outfitted with a complete intelligent transportation infrastructure in 10 years."*<sup>2</sup>

-- Secretary Peña, 1996

In 1997, the U.S. Department of Transportation initiated an effort to track progress toward fulfillment of this goal by conducting a survey of deployment in the nation's largest metropolitan areas. Traditionally, the product of a transportation infrastructure investment consists of a fixed asset such as a highway, bridge, or public transportation vehicle developed, constructed, or purchased by a single agency. Tracking the level of deployment for such traditional fixed assets can be accomplished by simply counting the number of such assets deployed. Measuring the deployment of the metropolitan ITS infrastructure is more complex because it consists of a set of systems, often deployed by multiple agencies, and integrated through a combination of complex institutional and technical arrangements. In brief, it is often difficult to simply count the number of systems deployed without first devising a measurement approach that captures the essential features of such systems in a consistent fashion across many deployment environments.

In order to track progress toward fulfillment of the Secretary's goal for deployment, the U.S. Department of Transportation ITS Joint Program Office developed the metropolitan ITS deployment tracking methodology. This methodology tracks deployment of the nine components that make up the Metropolitan ITS infrastructure: Freeway Management; Incident Management; Arterial Management; Emergency Management; Transit Management; Electronic Toll Collection; Electronic Fare Payment; Highway-Rail Intersections; and Regional Multimodal Traveler Information. Through a set of indicators tied to the major functions of each component, the level of deployment is tracked for the nation's largest metropolitan areas. In addition, the integration links between agencies operating the infrastructure are also tracked. The details of

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<sup>1</sup> Since Secretary Peña's speech, the number of metropolitan areas that DOT will measure has been increased from 75 to 78. However, to maintain reporting consistency across the 10-year goal period, this report considers only the original 75 metropolitan areas.

<sup>2</sup> Excerpt of a speech delivered by Secretary of Transportation Peña at the Transportation Research Board in Washington, DC on January 10, 1996.

the methodology are explained elsewhere.<sup>3</sup>

During the summer and fall of 1999, the U.S. DOT undertook a new data collection effort for the purpose of examining ITS deployment progress in the nation's largest metropolitan areas. The Tulsa metropolitan area was among the areas surveyed in 1997 and again in 1999. This report presents the results of the 1999 survey efforts and compares the results of the 1997 survey against those observed in 1999. The overall response rate for the surveys administered in the Tulsa region was 93% in 1997 and 73% in 1999.

Part 2 contains a summary of the 1999 survey results, and Part 3 provides a comparison of 1999 survey results and the 1997 survey results.

The report also contains a set of appendices containing a map of the survey area, the list of local contacts surveyed along with a status of their response to the survey and a summary of the data collected from the surveys.

Agencies are encouraged to review the data presented in this report for completeness and accuracy and to direct any comments or corrections to the data provided to the contacts listed below:

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<sup>3</sup> Additional Resources: "Measuring ITS Deployment and Integration" (Electronic Document Number: 4372). U.S. Department of Transportation, Joint Program Office for Intelligent Transportation Systems, 400 Seventh St., SW (HVH-1), Washington, DC 20590, Phone: 202-366-9536, Fax: 202-366-3302, Web: <http://www.its.dot.gov>.

## Part 2 - Summary 1999 Survey Results

Deployment indicators have been developed for two broad areas of interest: (1) the individual components, including their basic functions and characteristics and (2) integration of components, including how these components work together to provide coordinated regional service. As mentioned earlier, these indicators are expressed as percentages of the possible deployment opportunity and not necessarily what should be deployed based on local needs. Requirements for deployment and integration between each component will vary based on local conditions and cannot be assigned without extensive coordination with individual metropolitan areas.

The following two figures portray the surrogate indicators for each of the nine components in Tulsa and the same indicators at the national level. These are judged to be the single best representative of a component and are being used as summary indicator for component. The summary indicators are expressed as a percentage; however, because deployment goals have yet to be established, these indicators should not be read as a comparison of what is deployed versus eventual deployment goals. Instead, they only reflect what is deployed compared to full market saturation (i.e., opportunity for deployment).

Each component indicator was selected to reflect a critical function of the individual components. For example, in the case of Freeway Management, three basic functions were defined: surveillance, traffic control, and information display. The three indicators developed to reflect these functions are: percentage of freeway centerline miles under electronic surveillance (surveillance function), percentage of freeway entrance ramps managed by ramp meters (traffic control function), and percentage of freeway centerline miles covered by permanent VMS, HAR, or in-vehicle signing (information display function). The indicators are surrogates that do not necessarily reflect the full breadth of metropolitan ITS deployment activity.

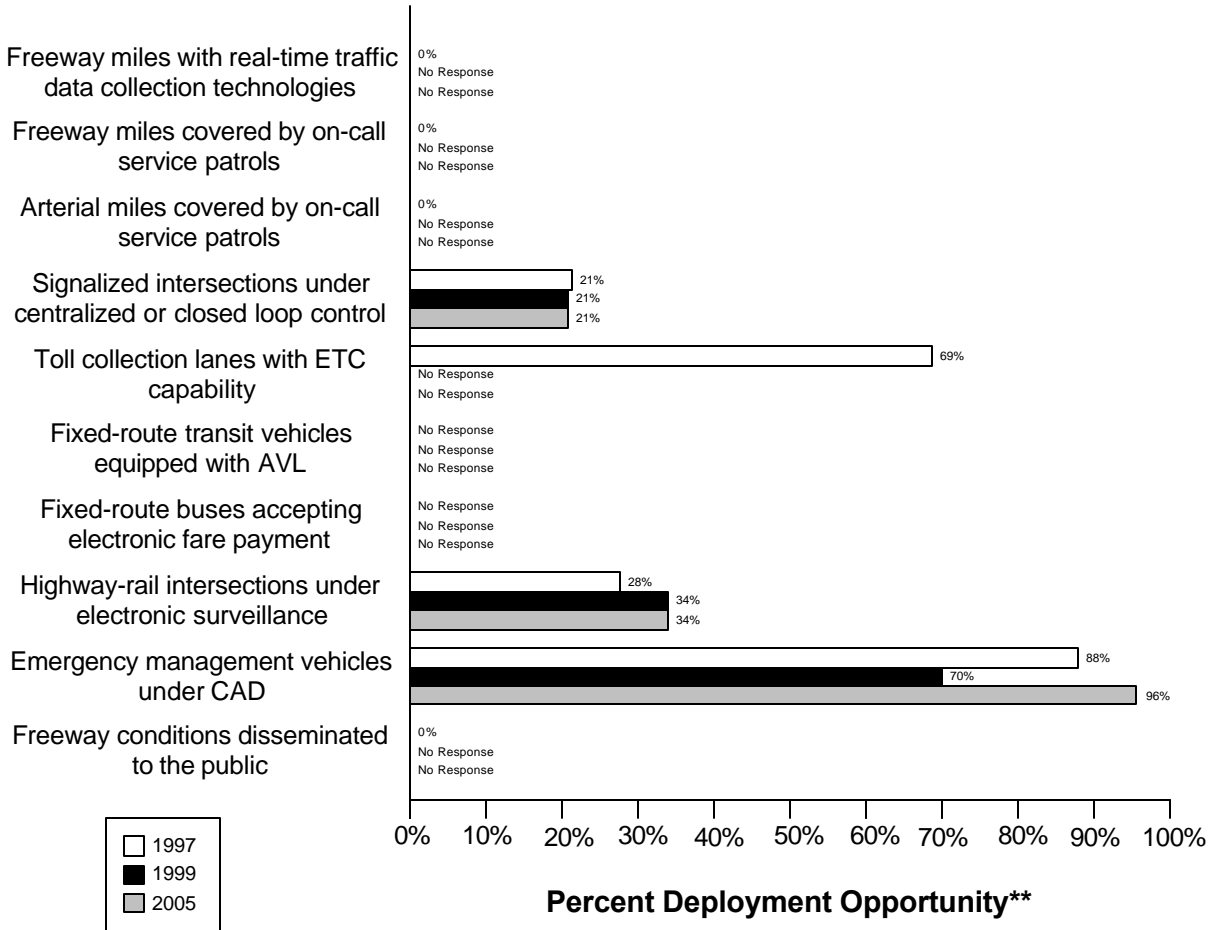
A critical aspect of ITS that provides much of its capability is the integration of individual components to form a unified regional traffic control system. Individual ITS components routinely collect information that is used for purposes internal to that component. For example, the Arterial Management component monitors arterial conditions to revise signal timing and to convey these conditions to travelers through such technologies as variable message signs and highway advisory radio. Other ITS components can make use of this information in formulating their control strategies. For example, Transit Management may alter routes and schedules based on real-time information on arterial traffic conditions, and Freeway Management may alter ramp metering or diversion recommendations based on the same information.

As with the component indicators, definitions for inter- and intra-component integration were developed for each component, and indicators, derived from these definitions, were produced for each component. A total of 34 individual integration indicators was specified and is portrayed in the third figure which follows. Each integration indicator has been assigned a number and an origin/destination path from one ITS infrastructure component to another. For example, the

integration of information from the Freeway Management component to the Regional Multimodal Traveler Information component is identified by the number “10.”

Data as of 5/1/00

## Tulsa Summary Indicators\*

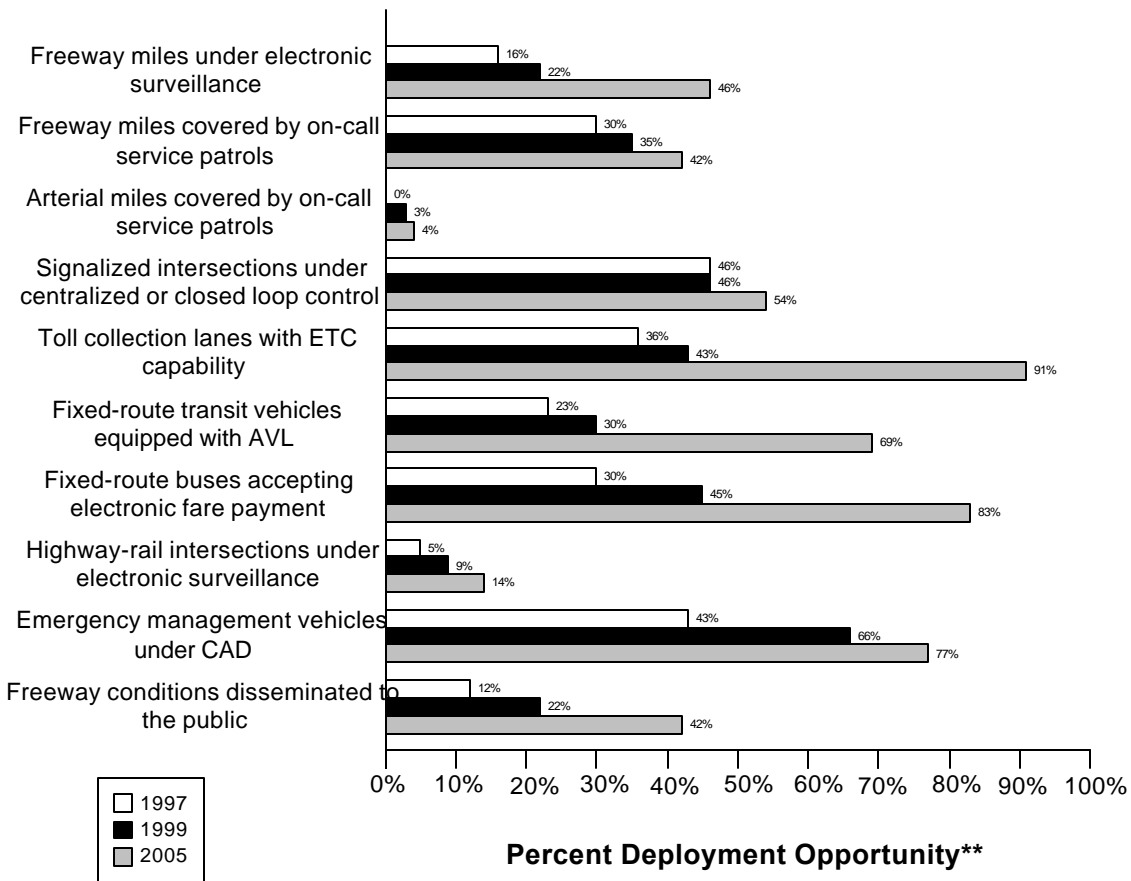


\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

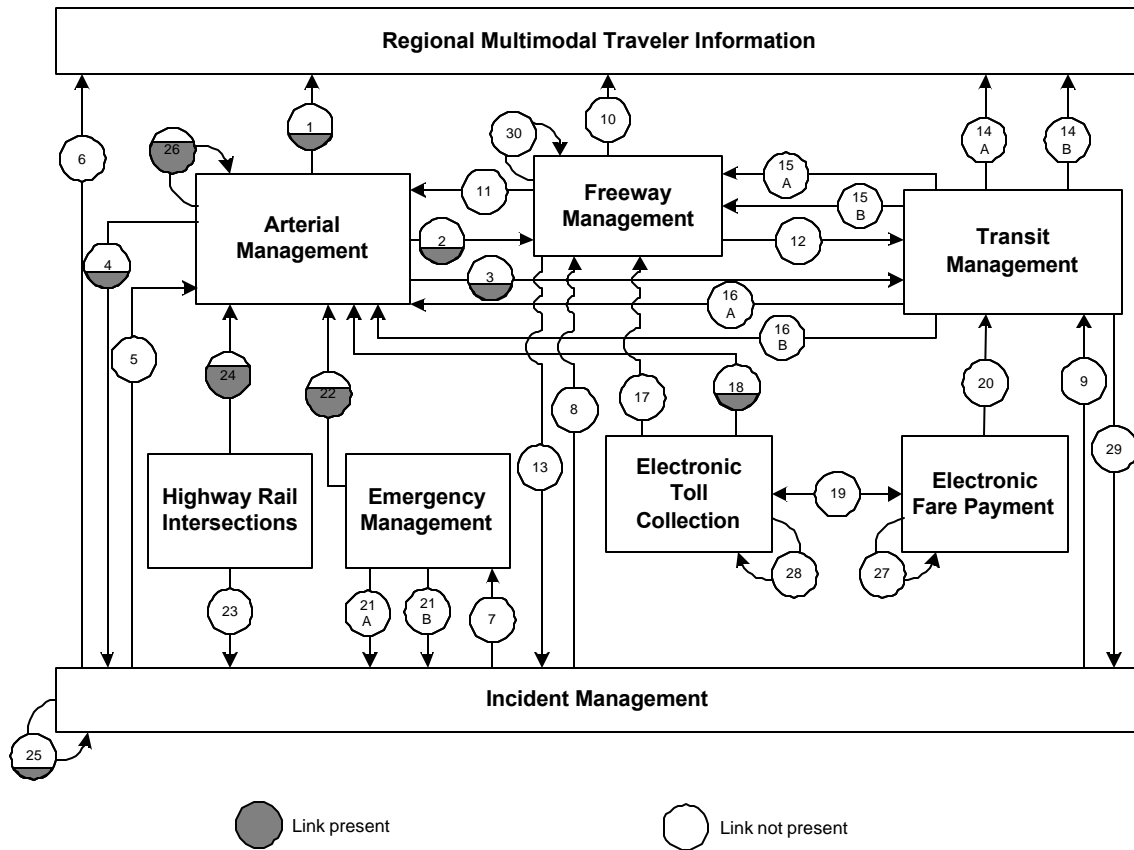
# National Summary Indicators\*

Data as of 5/1/00



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity  
 \*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need

## Tulsa Integration Links



Note: Shading indicates the value of the link. For example a circle half shaded equals 50%

Link	Description	Link	Description
1	Arterial Management to Regional Multimodal Traveler Information	2	Arterial Management to Freeway Management
3	Arterial Management to Transit Management	4	Arterial Management to Incident Management
5	Incident Management to Arterial Management	6	Incident Management to Regional Multimodal Traveler Information
7	Incident Management to Emergency Management.	8	Incident Management to Freeway Management
9	Incident Management to Transit Management	10	Freeway Management to Regional Multimodal Traveler Information
11	Freeway Management to Arterial Management	12	Freeway Management to Transit Management



<b>Link</b>	<b>Description</b>	<b>Link</b>	<b>Description</b>
13	Freeway Management to Incident Management	14a	Transit Management to Regional Multimodal Traveler Information (static route information)
		14b	Transit Management to Regional Multimodal Traveler Information (schedule adherence information)
15a	Transit Management to Freeway Management	16a	Transit Management to Arterial Management
15b	Transit Management to Freeway Management (transit vehicle probes)	16b	Transit Management to Arterial Management (transit vehicle probes)
17	Electronic Toll Collection to Freeway Management (ETC equipped probes)	18	Electronic Toll Collection to Arterial Management (ETC equipped probes)
19	Electronic Fare Payment and Electronic Toll Collection	20	Electronic Fare Payment to Transit Management
21a	Emergency Management to Incident Management (incident notification)	22	Emergency Management to Arterial Management
21b	Emergency Management to Incident Management (incident clearance)		
23	Highway-rail intersections to Incident Management (crossing status)	24	Highway-rail intersections to Arterial Management (crossing status)
25	Incident Management intra component	26	Arterial Management intra component
27	Electronic Fare Payment intra component.	28	Electronic Toll Collection intra component
29	Transit Management to Incident Management (incident reporting)	30	Freeway Management intra component

### **Part 3 - Detailed 1999 Survey Results**

The following figures and tables summarize the complete set of component and integration indicators developed for the Tulsa metropolitan area. The figures summarizing the component indicators consist of a bar chart portraying the deployment levels for 1997, 1999, and 2005 accompanied by detailed tables of the data used to calculate each component indicator value (*Num* stands for numerator and *Den* stands for denominator; blank space indicates that no response was received.)

Example: Calculating Component Indicators for Freeway Management

Consider a metropolitan area with 100 miles of freeway and 25 freeway entrance ramps. The area has no ramp meters, 10 freeway miles for which traffic data are collected electronically, and 5 freeway miles, which are covered by highway advisory radio.

The component indicator for electronic surveillance is calculated as  $(10/100)$  or 10%.

The component indicator for ramp meter control is calculated as  $(0/25)$  or 0%.

The component indicator for HAR coverage is calculated as  $(5/100)$  or 5%.

The summary indicator for the metropolitan area is calculated as  $(10\%+0\%+5\%)/3 = 5\%$ .

The figures summarizing the integration indicators consist of a diagram for each of the nine metropolitan ITS components portraying the integration level for 1999 (*italic*) and 2005 (**bold**), accompanied by tables providing an explanation of the data and calculations performed to develop each integration indicator value for 1999 and 2005. Each diagram portrays the proportion of agencies providing information to a component (e.g., the flow of incident information from Incident Management to Freeway Management) and the proportion of agencies providing information from one component to other components (e.g., the flow of freeway travel condition information from Freeway Management to Arterial Management).

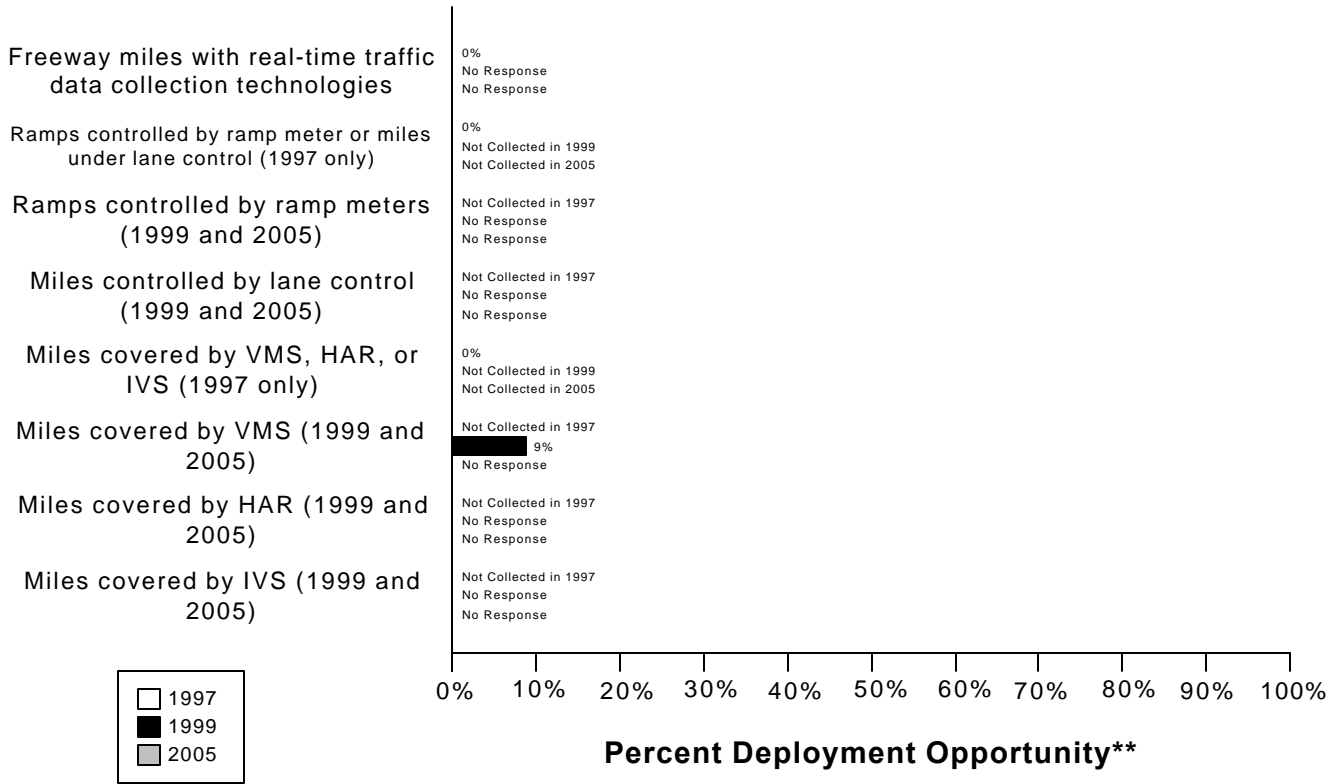
Example: Calculating Integration between Arterial Management and Regional Multimodal Traveler Information

Consider a metropolitan area with three arterial management agencies. One out of three provides information to the public using a Regional Multimodal Traveler Information Media (e.g., internet, kiosk, pager, etc...). The integration indicator is  $1/3$  or 33%.

# Freeway Management Component Indicators

Data as of 5/1/00

## Tulsa Freeway Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

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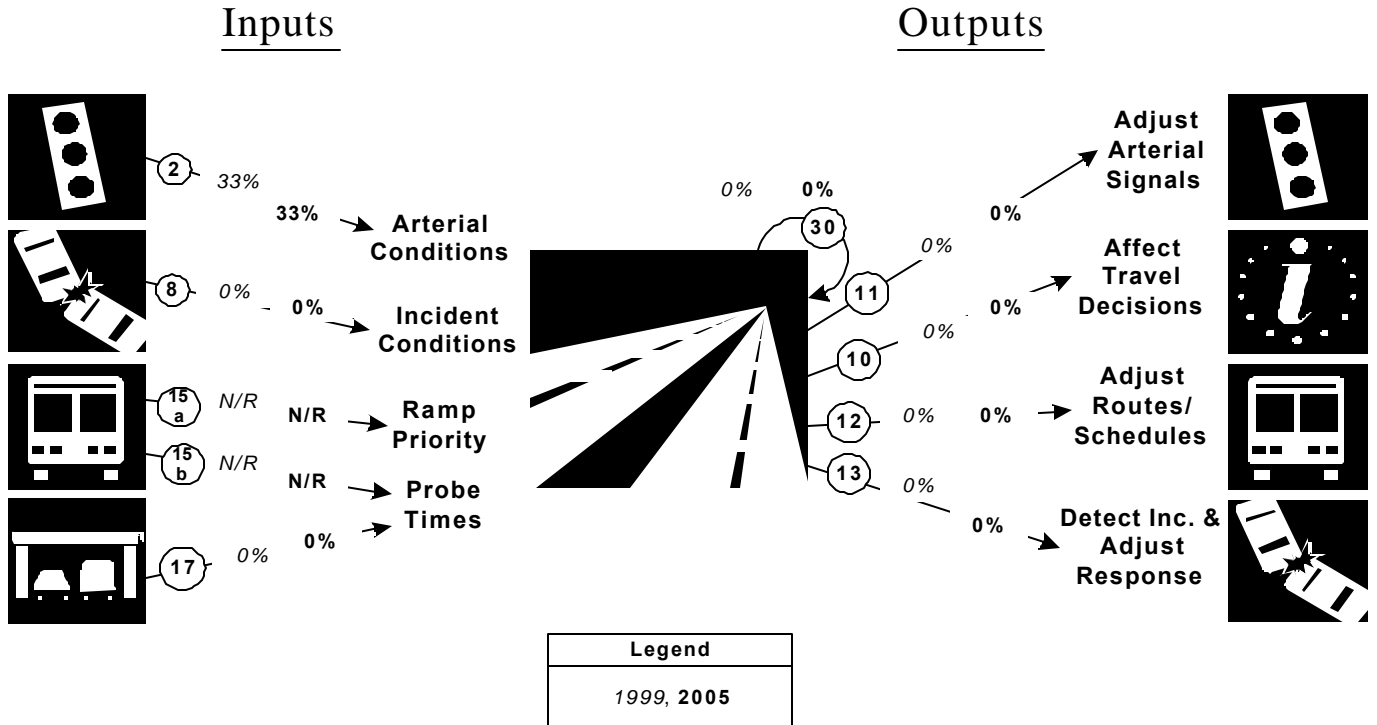
Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway centerline miles are under electronic surveillance for monitoring traffic flow	0	115	0%		115			115	
Freeway entrance ramps are controlled by ramp meters or miles under lane control	0	115	0%						

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway entrance ramps are controlled by ramp meters					222			222	
Freeway centerline miles will be controlled by lane control					115			115	
Freeway miles are covered by VMS, HAR, or IVS	0	115	0%						
Freeway miles are covered by VMS				10	115	9%		115	
Freeway miles are covered by HAR					115			115	
Freeway miles are covered by IVS					115			115	

Freeway Management Integration Indicators

Tulsa

Freeway Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

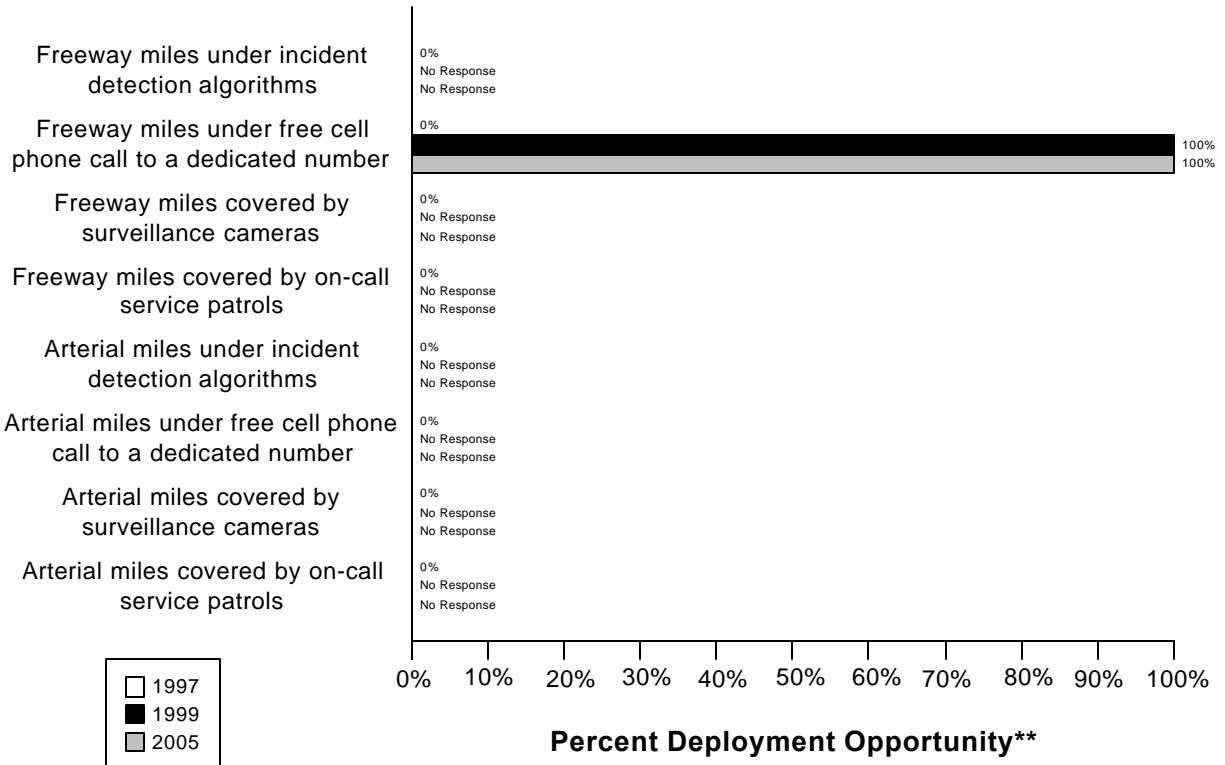
Link Description	1999	2005
2. Arterial Management agencies sending information to Freeway Management	( 1/ 3) 33%	( 1/ 3) 33%
8. Incident Management agencies sending information to Freeway Management	( 0/ 1) 0%	( 0/ 1) 0%
15a. Transit management agencies with vehicles equipped with ramp meter priority	( 0/ )	( 0/ )
15b. Transit Management agencies with vehicles equipped as probes	( 0/ )	( 0/ )
17. Freeway Management agencies receiving freeway conditions from vehicle probes	( 0/ 1) 0%	( 0/ 1) 0%
30. Freeway Management agencies sending information to another Freeway Management agency	( 0/ 1) 0%	( 0/ 1) 0%
11. Freeway Management agencies sending information to Arterial Management	( 0/ 1) 0%	( 0/ 1) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
10. Freeway Management agencies disseminating freeway conditions to the public	( 0/ 1) 0%	( 0/ 1) 0%
12. Freeway Management agencies sending freeway conditions to Transit Management	( 0/ 1) 0%	( 0/ 1) 0%
13. Freeway Management agencies sending freeway conditions to Incident Management	( 0/ 1) 0%	( 0/ 1) 0%

# Incident Management Component Indicators

Data as of 5/1/00

## Tulsa Freeway and Arterial Incident Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.  
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Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway miles are covered by incident detection algorithms	0	115	0%		115			115	
Freeway miles are covered by free cellular phone calls to a dedicated number	0	115	0%	115	115	100%	115	115	100%
Freeway miles are covered by surveillance cameras.	0	115	0%		115			115	

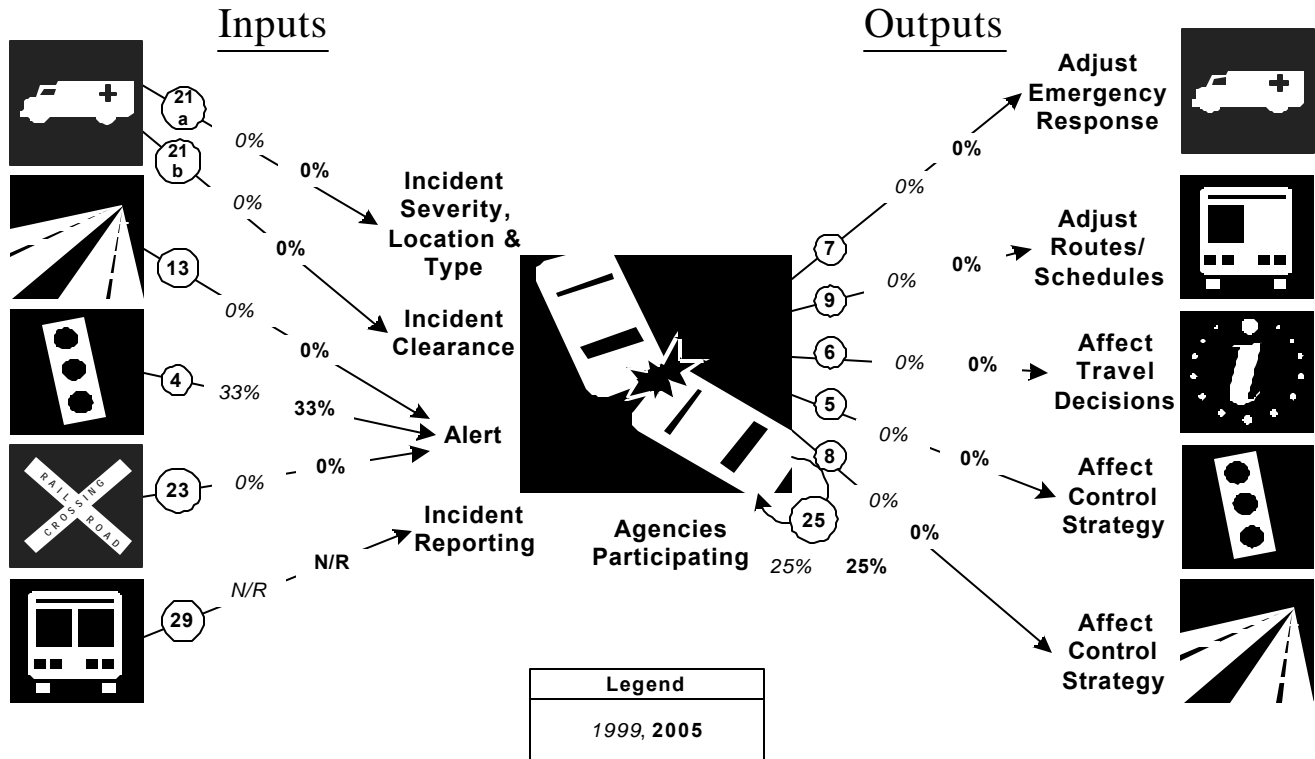
<b>Description</b>	<b>1997</b>			<b>1999</b>			<b>2005</b>		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway miles are covered by on-call publicly-sponsored service patrol or towing services.	0	115	0%		115			115	
Arterial miles are covered by incident detection algorithms	0	674	0%		674			674	
Arterial miles are covered by free cellular phone calls to a dedicated number	0	674	0%		674			674	
Arterial miles are covered by surveillance cameras	0	674	0%		674			674	
Arterial miles are covered by on-call publicly-sponsored service patrol or towing services	0	674	0%		674			674	



# Incident Management Integration Indicators

## Tulsa

### Incident Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

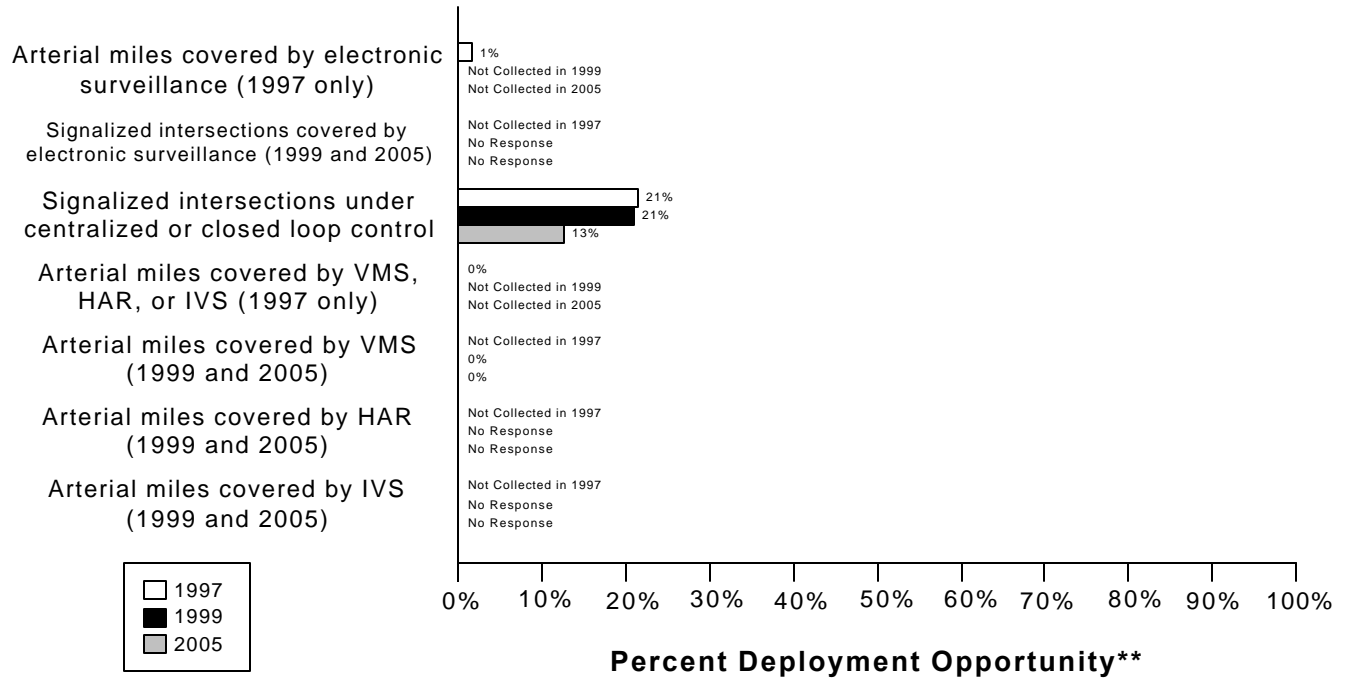
Link Description	1999	2005
21a. Incident management agencies receiving incident severity from Emergency Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%
21b. Incident management agencies receiving incident clearance activities from Emergency Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%
13. Freeway Management agencies sending freeway conditions to Incident Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%
4. Arterial Management agencies sending arterial conditions to Incident Management	( 1 / 3 ) 33%	( 1 / 3 ) 33%
23. Arterial Management agencies receive information on highway-rail intersection crossing blockages for the purpose of managing incident response	( 0 / 3 ) 0%	( 0 / 3 ) 0%
29. Transit Management agencies report traffic incidents as part of an organized regional incident management program	( 0 / )	( 0 / )

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
7. Incident management agencies transfer information describing incident severity, location, and type to Emergency Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
9. Incident Management agencies transfer information describing incident severity, location, and type to Transit Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
6. Incident Management agencies disseminate information describing incident severity, location, and type to the public	( 0/ 1) 0%	( 0/ 1) 0%
5. Incident Management agencies transfer information describing incident severity, location, and type to Arterial Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
8. Incident Management agencies transfer information describing incident severity, location, and type to Freeway Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
25. Police, fire, and EMS agencies participating in a formal incident management plan/team	( 2/ 8) 25%	( 2/ 8) 25%

# Arterial Management Component Indicators

Data as of 5/1/00

## Tulsa Arterial Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.  
 \*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

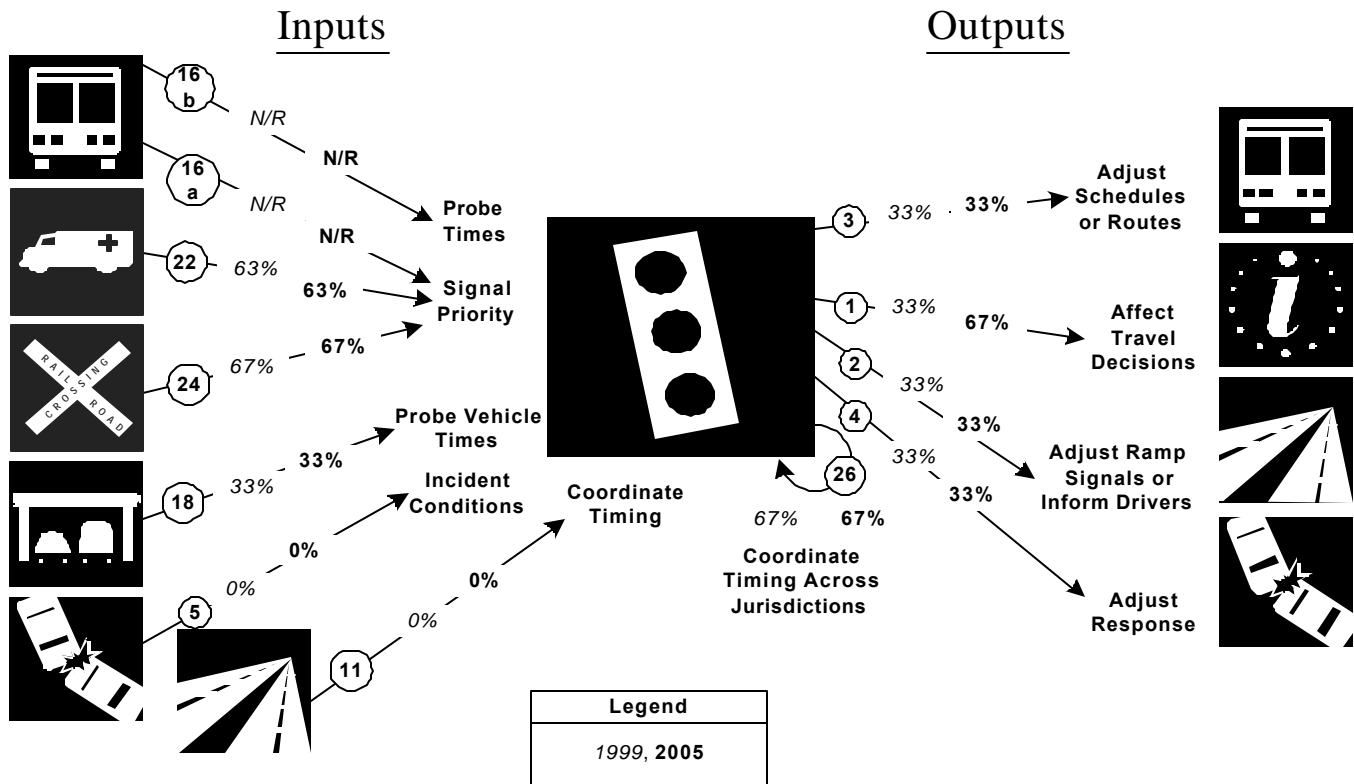
Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Arterial miles covered by electronic surveillance	10	674	1%						
Signalized intersections are covered by electronic surveillance for monitoring traffic flow					450			64	
Signalized intersections are under centralized or closed loop control	94	441	21%	94	450	21%	8	64	13%

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Arterial miles are covered by VMS, HAR, or IVS	0	674	0%						
Arterial miles are covered by VMS				0	674	0%	0	674	0%
Arterial miles are covered by HAR					674			674	
Arterial miles are covered by IVS					674			674	

# Arterial Management Integration Indicators

## Tulsa

### Arterial Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

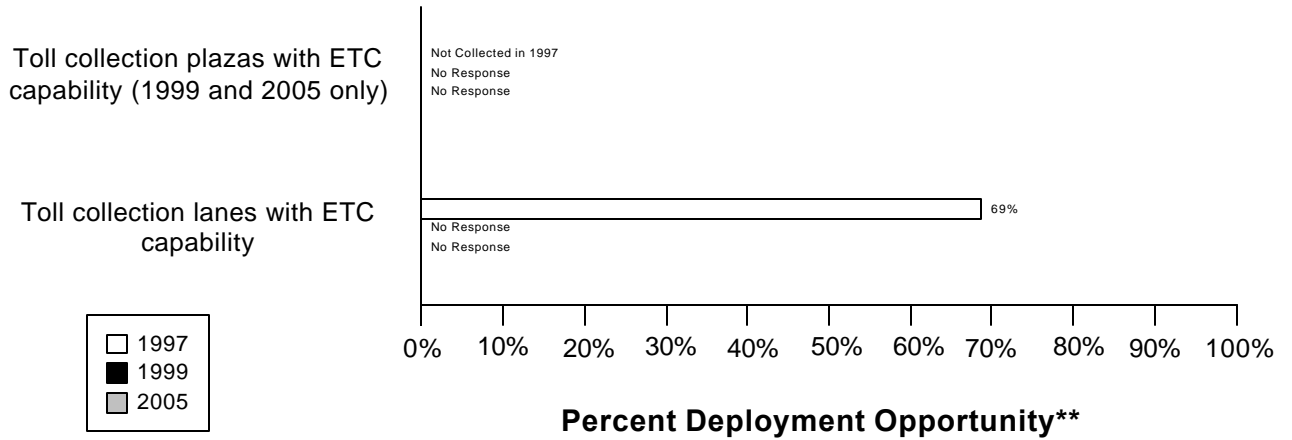
Link Description	1999	2005
16a. Transit management agencies with vehicles equipped with traffic signal priority	( 0 / )	( 0 / )
16b. Transit Management agencies have vehicles equipped as probes on arterials	( 0 / )	( 0 / )
22. Emergency Management agencies have vehicles equipped with traffic signal preemption capability	( 5 / 8 ) 63%	( 5 / 8 ) 63%
24. Arterial Management agencies have traffic signals within 200 feet of a highway rail intersection with the capability of having their signal timing adjusted in response to a train crossing	( 2 / 3 ) 67%	( 2 / 3 ) 67%
18. Number of Arterial Management agencies receiving information from vehicle probes	( 1 / 3 ) 33%	( 1 / 3 ) 33%
5. Incident Management agencies transfer information describing incident severity, location, and type to Arterial Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
11. Freeway Management agencies transfer freeway travel times, speeds, and conditions to Arterial Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
3. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Transit Management	( 1/ 3) 33%	( 1/ 3) 33%
1. Arterial Management agencies disseminate arterial travel times, speeds, and conditions to the public	( 1/ 3) 33%	( 2/ 3) 67%
2. Arterial Management agencies send traffic condition information to Freeway Management	( 1/ 3) 33%	( 1/ 3) 33%
4. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Incident Management	( 1/ 3) 33%	( 1/ 3) 33%
26. Arterial Management agencies under cooperative agreement to share traffic signal timing for coordinated response	( 2/ 3) 67%	( 2/ 3) 67%

# Electronic Toll Collection Component Indicators

Data as of 5/1/00

## Tulsa Electronic Toll Collection\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Toll collection plazas with ETC capability									
Toll collection lanes with ETC capability	22	32	69%						

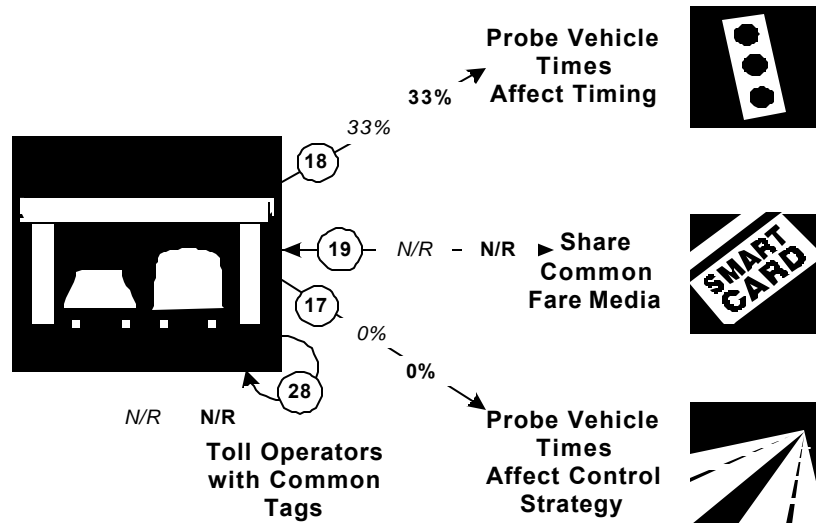
**Electronic Toll Collection Integration Indicators**

**Tulsa**

**Electronic Toll Collection Integration\***

Inputs

Outputs



Legend
1999, 2005

\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

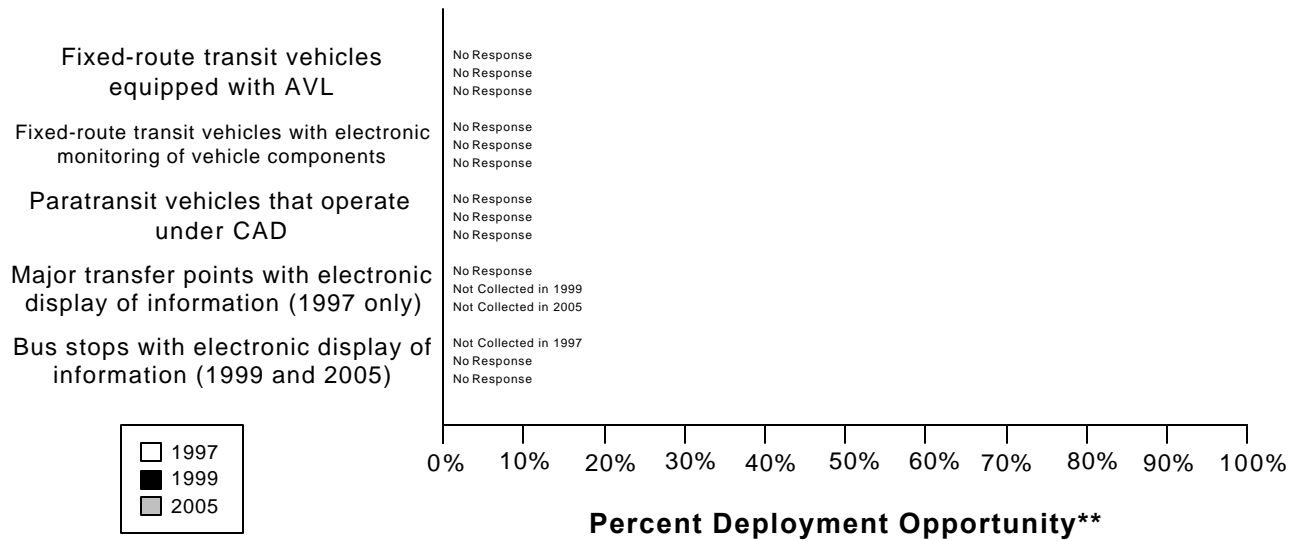
Link Description	1999	2005
18. Number of Arterial Management agencies receiving information from vehicle probes	( 1 / 3 ) 33%	( 1 / 3 ) 33%
19. Transit agencies that accept electronic payment through the use of electronic toll collection media	( 0 / )	( 0 / )
17. Freeway Management agencies receiving information from vehicle probes	( 0 / 1 ) 0%	( 0 / 1 ) 0%
28. Toll operators using common toll tag technology	( 0 / )	( 0 / )



# Transit Management Component Indicators

Data as of 5/1/00

## Tulsa Transit Management\*



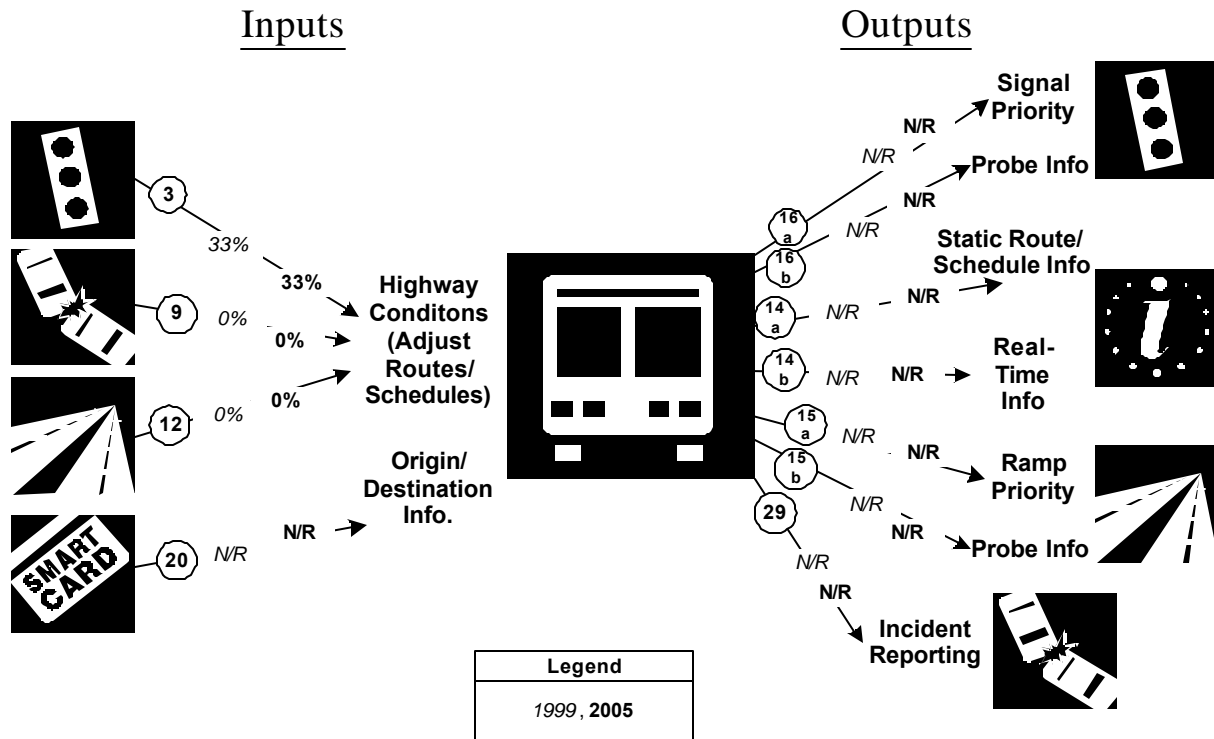
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.  
 \*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Fixed-route transit vehicles are equipped with AVL									
Fixed-route transit vehicles are equipped with electronic monitoring of vehicle component									
Paratransit vehicles operate under computer-aided dispatch									
Percent fixed-route transfer locations with electronic display of information									
Bus stops display information to the public									

# Transit Management Integration Indicators

## Tulsa

### Transit Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

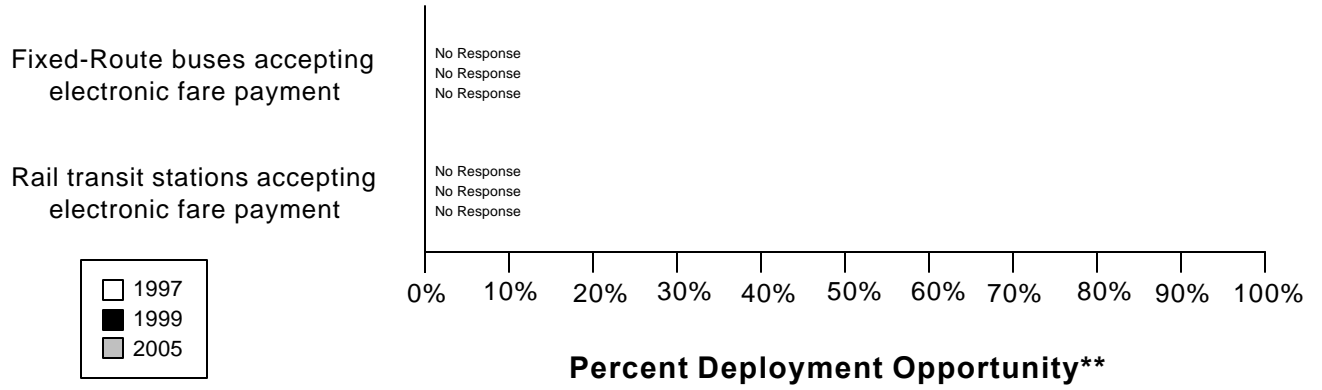
Link Description	1999	2005
3. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Transit Management	( 1 / 3 ) 33%	( 1 / 3 ) 33%
9. Incident management agencies transfer information describing incident severity, location, and type to Transit Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%
12. Freeway Management agencies transfer freeway travel times, speeds, and conditions to Transit Management	( 0 / 1 ) 0%	( 0 / 1 ) 0%
20. Transit Management agencies using Electronic Fare Payment data in transit service planning	( 0 / )	( 0 / )
16a. Transit Management agencies have vehicles equipped with traffic signal priority capability	( 0 / )	( 0 / )
16b. Transit Management agencies have vehicles equipped as probes on arterials	( 0 / )	( 0 / )
14a. Transit Management agencies disseminate information describing transit routes, schedules, and fares to travelers	( 0 / )	( 0 / )
14b. Transit Management agencies disseminate information describing schedule/route adherence to travelers	( 0 / )	( 0 / )

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
15a. Transit Management agencies have vehicles equipped with ramp meter priority capability	( 0/)	( 0/)
15b. Transit Management agencies have vehicles equipped as probes on freeways	( 0/)	( 0/)
29. Transit Management agencies that report traffic incidents as part of an organized regional Incident Management program	( 0/)	( 0/)

**Electronic Fare Payment Component Indicators**

Data as of 5/1/00

**Tulsa  
Electronic Fare Payment\***



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\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Fixed-route transit vehicles that accept electronic payment									
Rail transit stations that accept electronic payment									

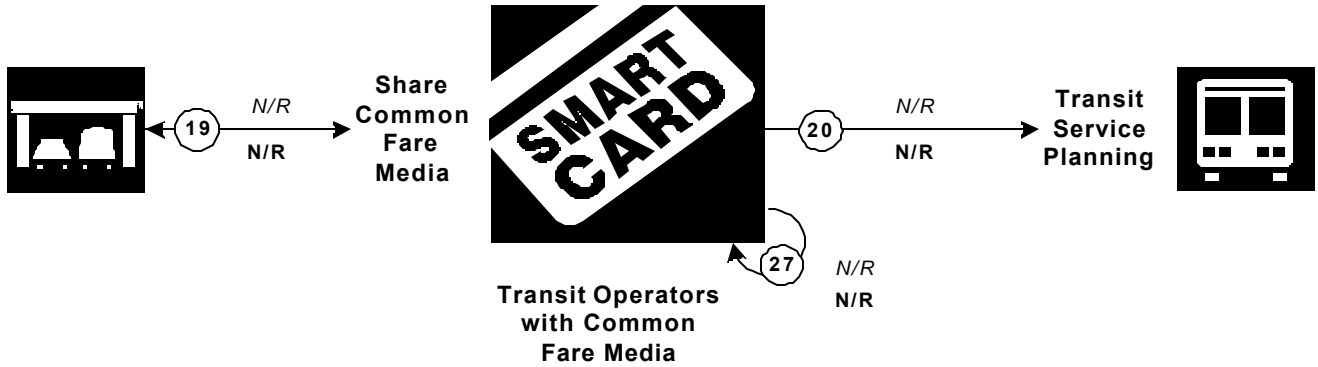
**Electronic Fare Payment Integration Indicators**

**Tulsa**

**Electronic Fare Payment Integration\***

Inputs

Outputs



Legend
1999
2005

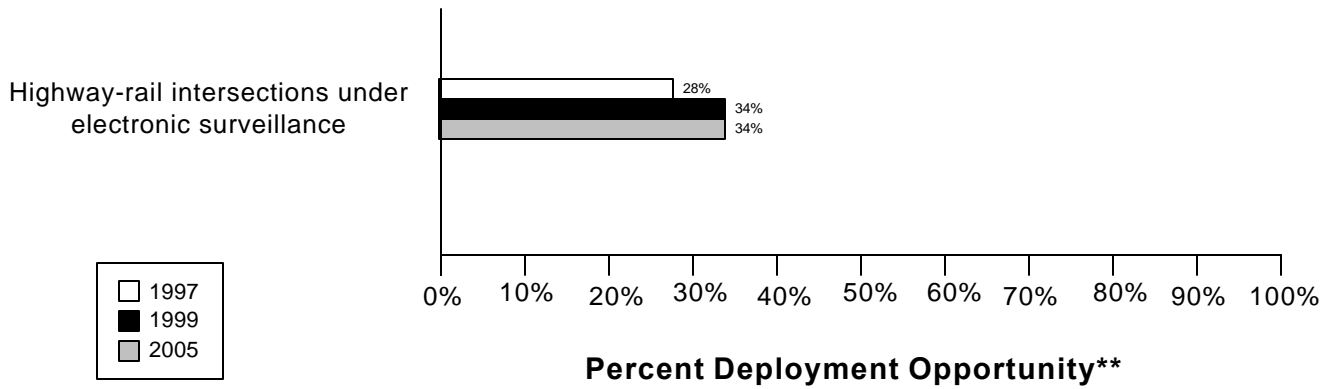
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
19. Transit agencies that accept electronic payment through the use of electronic toll collection media	( 0/ )	( 0/ )
20. Transit Management agencies use Electronic Fare Payment data in transit service planning	( 0/ )	( 0/ )
27. Transit Management agencies that use the same electronic payment system	( 0/ )	( 0/ )

# Highway Rail Intersection Component Indicators

Data as of 5/1/00

## Tulsa Highway-Rail Intersections\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Highway-rail intersections are under electronic surveillance	10	36	28%	16	47	34%	16	47	34%

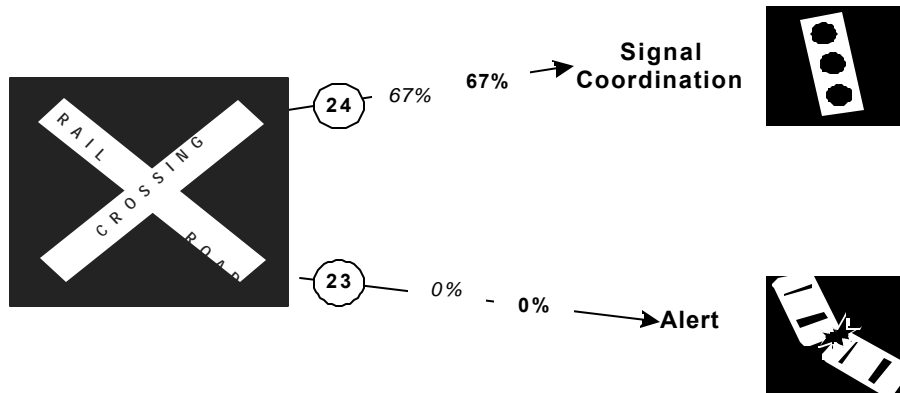
# Highway Rail Intersection Integration Indicators

## Tulsa

### Highway Rail Intersections Integration\*

#### Inputs

#### Outputs



Legend
1999, 2005

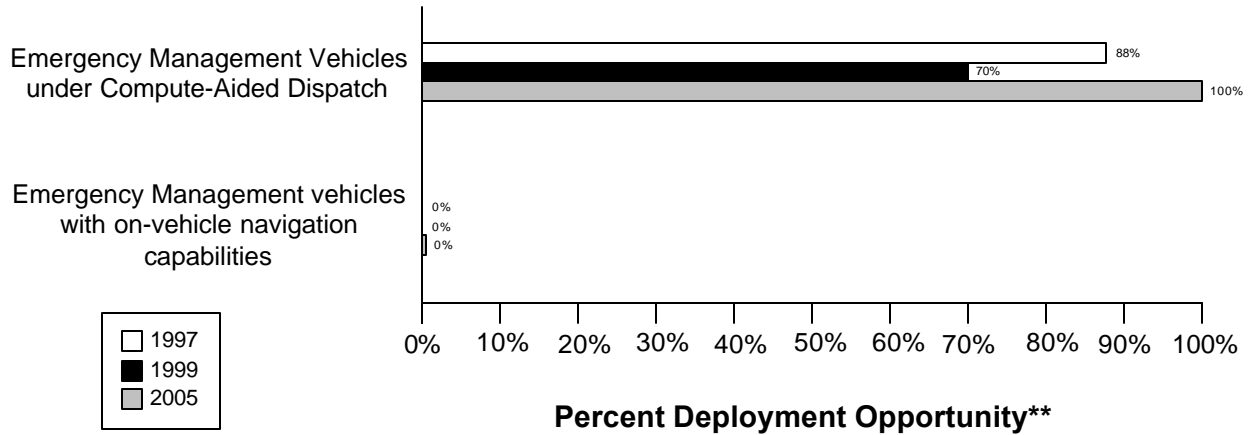
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
24. Arterial Management agencies with traffic signals within 200 feet of a highway rail intersection with the capability of having their signal timing adjusted in response to a train crossing	( 2/ 3) 67%	( 2/ 3) 67%
23. Arterial Management agencies receive information on highway-rail intersection crossing blockages for the purpose of managing incident response	( 0/ 3) 0%	( 0/ 3) 0%

# Emergency Management Component Indicators

Data as of 5/1/00

## Tulsa Emergency Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Public sector emergency vehicles that operate under computer-aided dispatch	762	867	88%	197	281	70%	265	265	100%
Public sector emergency vehicles that have in-vehicle route guidance capability	0	867	0%	0	281	0%	1	265	0%



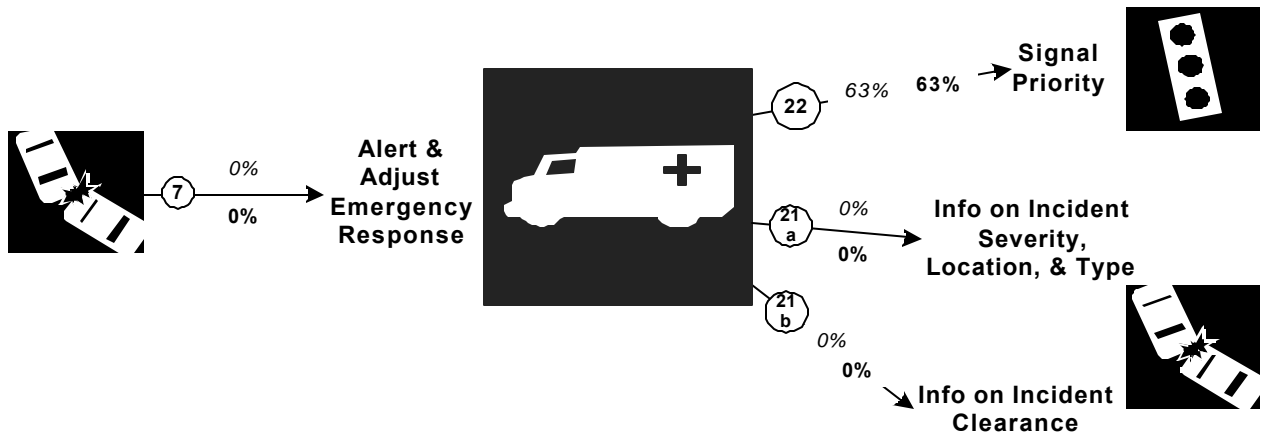
# Emergency Management Integration Indicators

## Tulsa

### Emergency Management Integration\*

#### Inputs

#### Outputs



Legend
1999, 2005

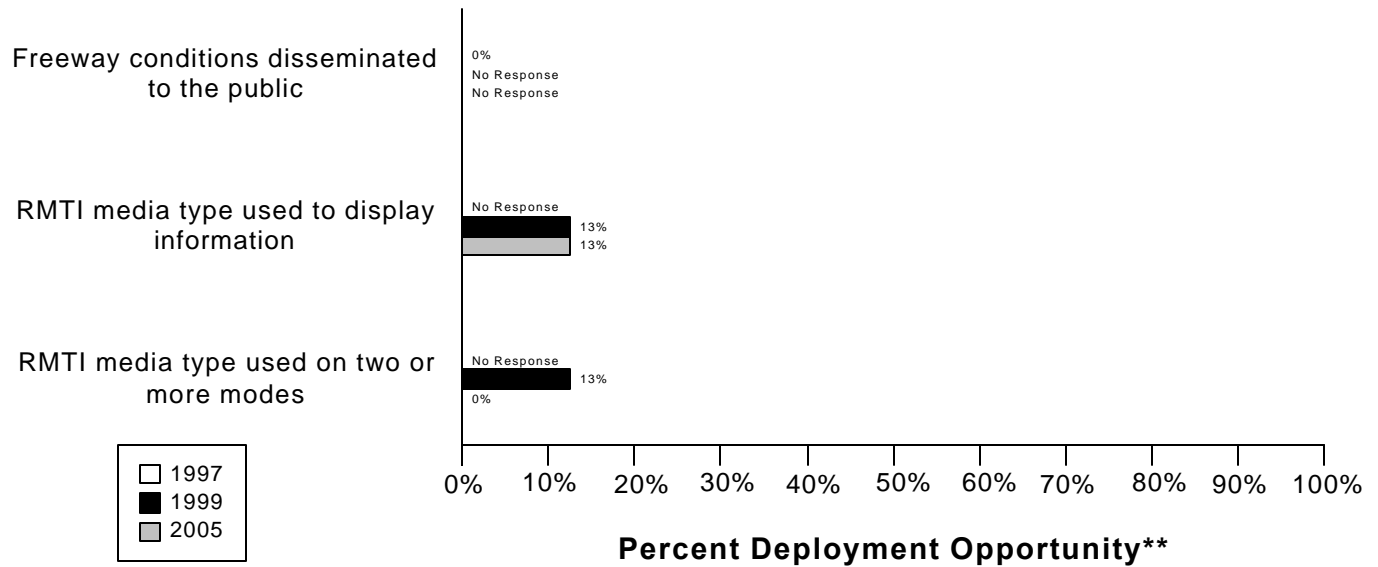
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
7. Freeway Management agencies transfer information describing incident severity, location, and type to Emergency Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
22. Emergency Management agencies have vehicles equipped with traffic signal preemption capability	( 5/ 8) 63%	( 5/ 8) 63%
21a. Freeway Management agencies receive incident severity, location, and type data from Emergency Management agencies	( 0/ 1) 0%	( 0/ 1) 0%
21b. Freeway Management agencies receive incident clearance activities information from Emergency Management agencies	( 0/ 1) 0%	( 0/ 1) 0%

# Regional Multimodal Traveler Information Component Indicators

Data as of 5/1/00

## Tulsa Regional Multimodal Traveler Information\*



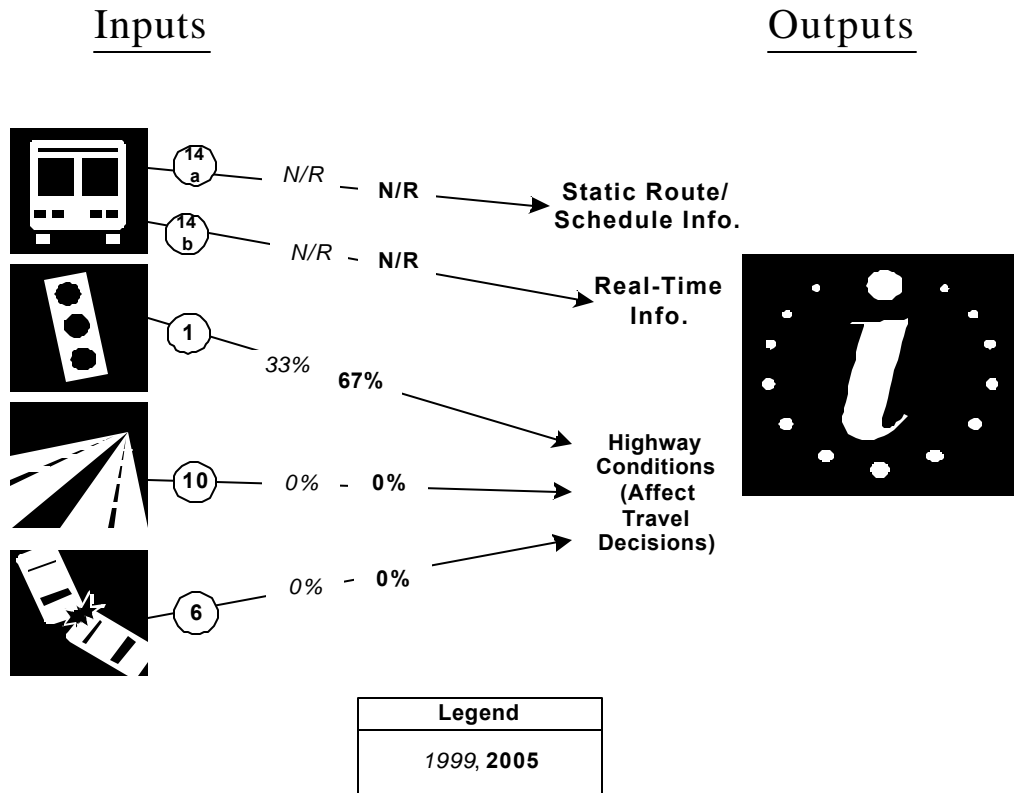
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.  
 \*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway conditions disseminated to travelers	0	115	0%		115			115	
Possible RMTI media types are used to display information to travelers				1	8	13%	1	8	13%
Possible RMTI media are used to display information on <i>two or more modes</i> to travelers				1	8	13%	0	8	0%

**Regional Multimodal Traveler Information Integration Indicators**

**Tulsa**

**Regional Multimodal Traveler Information Integration\***

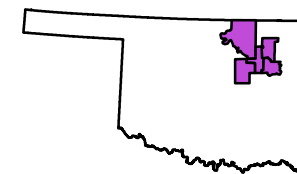
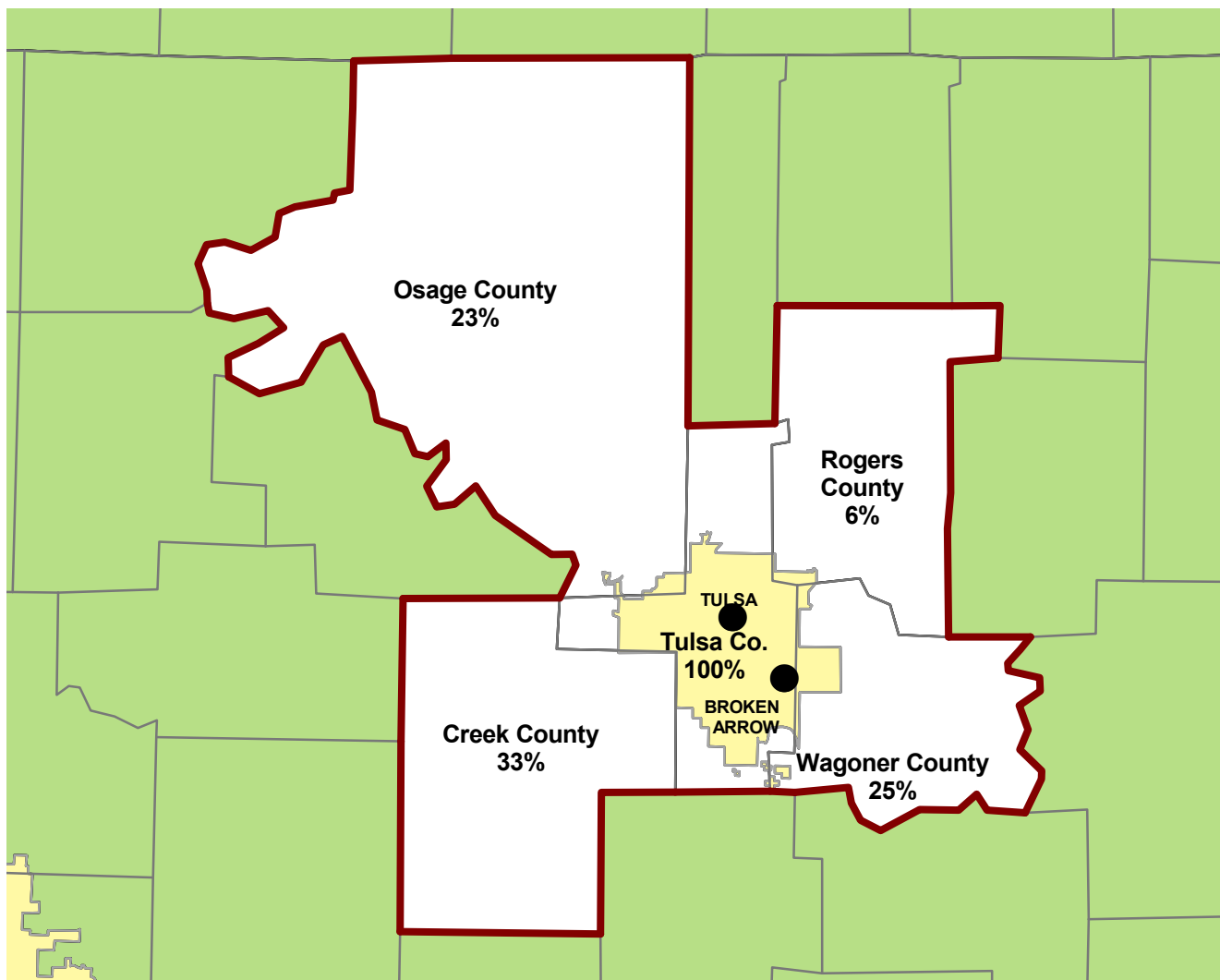


\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
14a. Transit Management agencies that disseminate information describing transit routes, schedules, and fares to travelers	( 0 / )	( 0 / )
14b. Transit Management agencies that disseminate information describing schedule/route adherence to travelers	( 0 / )	( 0 / )
1. Arterial Management agencies that disseminate arterial travel times, speeds, and conditions to the public	( 1 / 3 ) 33%	( 2 / 3 ) 67%
10. Freeway Management agencies that disseminate freeway travel times, speeds, and conditions to travelers	( 0 / 1 ) 0%	( 0 / 1 ) 0%
6. Incident Management agencies that disseminate information describing incident severity, location, and type to the public	( 0 / 1 ) 0%	( 0 / 1 ) 0%

**Appendix A**  
**Survey Coverage Area**

# INDIAN NATIONS COUNCIL OF GOVERNMENTS, OK



- City Included in Surveys
  - ⬮ Metropolitan Planning Area Boundary
  - ⬮ County Boundary
  - Urbanized Area
  - Outside Survey Area
- Percentage on the Map Represents Percentage of County Population Included within MPO Boundary

**Appendix B**  
**Surveyed Agencies**

### Surveyed Agencies

Agency Name	Phone	Fax	1999		1997	
			Out	In	Out	In
<b>TULSA</b>						
<b>Arterial Management</b>						
Tulsa City	(918) 596-9749	(918) 596-9713	8/5/1999	8/16/1999	8/4/1997	8/15/1997
Broken-Arrow City	(918) 259-8387	(918) 251-3383	8/5/1999	10/25/1999	8/4/1997	10/28/1997
Tulsa County	(918) 596-5730	(918) 596-5743	8/5/1999	10/11/1999	8/4/1997	10/9/1997
<b>Emergency Management</b>						
Broken Arrow City Fire & Rescue Department	(918) 259-8359	(918) 259-8219	6/17/1999	8/18/1999	8/5/1997	10/8/1997
Tulsa Fire Department	918-596-1783	918-596-9383	6/17/1999	7/1/1999	8/4/1997	8/26/1997
Broken Arrow City Fire & Rescue Department	(918) 259-8359	(918) 259-8219	6/17/1999	8/18/1999	8/5/1997	10/8/1997
Broken Arrow Police Department	(918) 259-8400	(918) 451-0979	6/17/1999	9/30/1999	8/5/1997	10/10/1997
Broken Arrow Rescue	(918) 259-8359	(918) 259-8219	6/17/1999	8/18/1999	8/5/1997	10/8/1997
Tulsa County Sheriffs Office	918-596-5601	918-000-0000	6/17/1999	7/7/1999	8/4/1997	8/26/1997
Rogers County Sheriff Office	(918) 341-4233	(918) 341-4611	6/17/1999		8/5/1997	10/8/1997
Tulsa Police Department	918-596-9328	918-596-9330	6/17/1999		8/4/1997	8/26/1997
Tulsa Area Emergency Management Agency	918-596-9890	918-596-9871	6/17/1999	6/22/1999	8/4/1997	8/26/1997
Creek County Sheriffs Office	918-227-6366	(918) 227-6324	6/17/1999	9/2/1999	8/5/1997	10/8/1997
<b>Freeway Management</b>						
Oklahoma Department of Transportation			8/5/1999	12/22/1999	8/4/1997	8/19/1997
<b>MPO</b>						
INCOG	(918) 584-7526	(918) 583-1024	7/15/1999	9/9/1999		
<b>Transit Management</b>						
Metropolitan Tulsa Transit	(918) 699-0224	(918) 582-5209	8/9/1999		7/17/1997	

**Appendix C**  
**Freeway Management Components**



Freeway Management  
Agencies for Metropolitan Area: Tulsa

	Oklahoma Department of Transportation	
	1999	2005
Agency Returned Survey?	Yes	
<b>FREEWAY MANAGEMENT SECTION</b>		
Number of freeway centerline miles that agency owns or maintains	194	
Number of freeway centerline miles that is used for planning	155	
Number of freeway entrance ramps that agency owns, operates or maintains	164	
Number of freeway entrance ramps that is used for planning	131	
<b>Type of facilities used to conduct freeway/incident management activities</b>		
Activities housed in a free-standing dedicated building?	No	
Activities housed in a building shared with other activities?	No	
Activities conducted in a dedicated control room?	No	
Control room contains operator console(s)?	No	
Control room contains electronic wall map?	No	
Control room contains CCTV display(s)?	No	
Activities conducted in a room containing workstations or PCs that manage traffic?	No	
Facilities are electronically linked to other transportation mgt facilities?	No	
<b>Staffing and hours of operation of freeway/incident management activities</b>		
Number of full-time agency staff members	NR	
Number of full time contractor staff members	NR	
Number of part-time agency staff members	NR	
Number of part-time contractor staff members	NR	
Staffed 24 hours day by agency staff or by others	NR	
Staffed during peak hours only by agency staff or by others	NR	
Staffed by others during off-peak hours	No	
Agency staff perform transportation management as an ancillary duty	No	
Agency staff dedicated to transportation management duty	No	
<b>Types of operations conducted for freeway/incident management</b>		
Incident detection and management?	No	
This metropolitan area?	No	
Other metropolitan area?	No	
Statewide?	No	
Monitoring and troubleshooting status of system components?	No	
Manual override of ramp metering rates at freeway on-ramps?	No	
Operating transportation management roadside devices?	No	
Radio communications with other agencies?	No	
Exchange of electronic data with other agencies such as computer aided dispatch?	No	
<b>Real-Time Traffic Data Collection Technologies</b>		
Total number of miles under surveillance with real-time data collection tech.	NR	NR

Freeway Management  
Agencies for Metropolitan Area: Tulsa

	Oklahoma Department of Transportation	
	1999	2005
<u>Number of Stations with data collection technologies</u>		
Loop detectors	0	0
Video imaging detectors	0	0
Probe readers (elec. toll tags, transit vehicles, other technology)	0	0
Microwave radar	0	0
Other (e.g., acoustic detectors)	0	0
<u>Number of Miles covered with data collection technologies</u>		
Loop detectors	0	0
Video imaging detectors	0	0
Probe readers (elec. toll tags, transit vehicles, other technology)	0	0
Microwave radar	0	0
Other (e.g., acoustic detectors)	0	0
<b>Variable Message Signs (VMS) on Freeways</b>		
Candidate locations for deployment of VMS where VMS has been deployed	4	NR
Candidate locations for deployment of VMS	NR	15
<b>Roadside Technologies used to Distribute Traveler Information</b>		
Total number of miles where information is distributed	15	60
<u>Number deployed</u>		
Highway advisory radio	0	0
In-vehicle signing	0	0
Portable variable message signs	6	18
Other	0	0
<u>Miles covered</u>		
Highway advisory radio	0	0
In-vehicle signing	0	0
Portable variable message signs	15	60
Other	0	0
<b>Ramp Meters on Freeways</b>		
Number of entrance ramp meters operated under isolated control	NR	NR
Number of entrance ramp meters operated under central control	NR	NR
Number of entrance ramp meters that provide preemption for emergency vehicles	NR	NR
Number of entrance ramp meters that provide priority for transit vehicles	NR	NR
Total number of metered ramps	NR	NR
<b>Freeway centerline miles under lane control</b>	NR	NR
<b>Communication Links</b>		
<u>Freeway centerline miles covered by the following type of communication</u>		
Twisted pair cable	0	0
Coaxial cable	0	0
Fiber-optic cable	42	114
Microwave radio	0	0
Other	0	0
<b>ITS Standards Used Related to Freeway Management</b>		

Freeway Management  
Agencies for Metropolitan Area: Tulsa

	Oklahoma Department of Transportation	
	1999	2005
ATMS Data Dictionary Sections 1 and 2 (ITE TM 1.01)	No	
ATMS Data Dictionary Sections 3 and 4 (ITE TM 1.02)	No	
Message Set for External TMC Communication (ITE-9604-1)	No	
NTCIP Class B Profile (AASHTO TS 3.3)	No	
NTCIP Data Collection and Monitoring Devices (AASHTO TS 3.DCM)	No	
NTCIP Object Definitions for Environmental Sensor Stations (AASHTO TS 3.7)	No	
NTICP Object Definitions for Dynamic Message Signs (AASHTO TS 3.6)	No	
NTICP Object Definitions for Highway Advisory Radio (AASHTO TS 3.HAR)	No	
NTICP Object Definitions for Ramp Meter Control (AASHTO TS 3.RMC)	No	
NTICP Object Definitions for Transportation Sensor Systems (AASHTO TS 3.TSS)	No	
NTICP Object Definitions for Video Camera Control (AASHTO TS 3.VCC)	No	
Would agency be willing to participate in testing of ITS Standards?	Yes	
<b>Have agreements in place with other agencies to use similar hardware and software to aid maintenance and interoperability?</b>	No	
<b>INCIDENT MANAGEMENT SECTION</b>		
<b>Use of Service Patrols to Assist in Detection and Response to Incidents</b>		
Publicly operated service patrol vehicles	Yes	
Privately operated service patrol vehicles operated under public contract	Yes	
Total number of freeway miles patrolled by these services	NR	NR
<b>Miles Covered by Methods to Detect and Verify Incidents</b>		
Free cellular phone call to a dedicated phone number other than 911	194	NR
Police patrols	NR	NR
Computer algorithms linked to traffic surveillance equipment	NR	NR
CCTV	NR	NR
Private sector sources (e.g., Shadow Traffic, SmartRoutes)	NR	NR
Other (e.g., free cell phone call to an area radio system, etc.)	194	0
<b>Procedures in place for Freeway Incident Response?</b>		
Working agreement(s)/arrangement(s) with other agencies	No	
Inter-agency incident management admin. team that meets regularly	No	
Major incident response team that responds to major incidents	No	
Set of goals/objectives for incident mgt that has been adopted by agencies in region	No	
<b>Central focal point for facilitating the two-way flow of information among agencies responding to an incident?</b>		
The central focal point is a Freeway or Traffic Management Center	No	
The central focal point is a Police, Fire or joint dispatch center	No	
The central focal point is another center	No	
<b>Methods of Communication Used On-Site at an Incident</b>		
<u>Police</u>		
Two-way radio	No	
800 MHz trunked radio	No	
Cellular telephone	No	

Freeway Management  
Agencies for Metropolitan Area: Tulsa

	Oklahoma Department of Transportation	
	1999	2005
Hand-held (i.e., walkie-talkie)	No	
Automated data systems (i.e., CAD)	No	
<u>Fire</u>		
Two-way radio	No	
800 MHz trunked radio	No	
Cellular telephone	No	
Hand-held (i.e., walkie-talkie)	No	
Automated data systems (i.e., CAD)	No	
<u>DOT</u>		
Two-way radio	No	
800 MHz trunked radio	No	
Cellular telephone	No	
Hand-held (i.e., walkie-talkie)	No	
Automated data systems (i.e., CAD)	No	
<u>Towing</u>		
Two-way radio	No	
800 MHz trunked radio	No	
Cellular telephone	No	
Hand-held (i.e., walkie-talkie)	No	
Automated data systems (i.e., CAD)	No	
<b>Which police agencies typically respond to incidents on freeways?</b>		
State Police	Yes	
County Police or Sheriff	No	
City Police	No	
<b>Who provides on-site emergency medical response?</b>		
Fire	Yes	
Emergency Management Service Agency	Yes	
Private hospital	No	
<b>Has a multi-agency contact list been developed in area containing the names, phone numbers, etc. for the appropriate response personnel?</b>	DK	
<b>Is the Incident Command System used to manage incident scenes?</b>	NR	
<b>Is there a legal specification by state law or formal agreement as to who is "in charge" at the incident scene?</b>		
Specified by state law?	Yes	
Formal agreement?	No	
Not specified or don't know?	No	
<b>On-scene command post used to manage activities of responding agencies?</b>	Yes	
Are there communication linkages to a communications traffic/freeway mgt center?	Yes	
<b>Plan developed and adopted by responding agencies for staging and parking response vehicles and equip. at incident site that minimizes lane blockage and facilitates the re-opening of lanes?</b>	NR	
<b>Respondents protected through law or court opinion for liability claims</b>		

Freeway Management  
Agencies for Metropolitan Area: Tulsa

	Oklahoma Department of Transportation	
	1999	2005
<b>for damages to vehicles or cargoes during clearance activities?</b>	DK	
<b>Are overturned tank trucks, which are intact and not leaking, uprighted without first off-loading?</b>	No	
<b>Does your state or local jurisdiction have a law that requires drivers involved in property-damage-only accidents to move the vehicles from travel lanes to a safe location to exchange info and wait for police?</b>	No	
<b>Have laws or policies regarding the removal of stalled/abandoned vehicles from freeway shoulders?</b>	Yes	
<b>Hours abandoned vehicles are allowed to remain on a freeway shoulder?</b>	25-36	
<b>Have policies or procedures for quick removal of vehicles?</b>	No	
<b>Is Total Station equipment used to investigate major incidents?</b>	No	
<b>Handling of Towing Responses to Incidents</b>		
Formal contract based on qualifications?	No	
Rotation with companies under contract?	No	
Separate lists kept for light and heavy response and for specialty recovery?	NR	
Rotation list with minimal qualifications?	Yes	
<b>In towing qualifications, do you require towers to be certified under the Towing and Recovery Ass. of America's National Drivers Cert. Program?</b>	No	
DK: Don't know		
NR: No Response		
Leg: Legislation or action being planned		

**Appendix D**  
**Freeway Management Integration**

Freeway Management Integration  
Agencies for Metropolitan Area: Tulsa

Agency Name	Oklahoma Department of Transportation	
	1999	2005
Agency Returned Survey?	Yes	
<b>Freeway Management Section</b>		
<b>Agencies your agency provides freeway travel times, speeds, and conditions information, share infrastructure or coordinates operation</b>		
<b><i>Freeway Management Agencies</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Incident Management Agencies</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Arterial Management Agencies</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Public Transit Operators</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><u>Receiving real-time information via electronic means from others</u></b>		
<b><i>Incident Management agencies from which your agency receives incident severity, location, and type information</i></b>		
	Oklahoma Department of Transportation	Oklahoma Department of Transportation
<b><i>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</i></b>		
	None listed	None listed
<b><i>Public Transit operators from which your agency receives freeway travel times derived from vehicle probes</i></b>		
	None listed	None listed
<b><i>Toll Collection agencies from which your agency receives freeway travel times derived from vehicles probes</i></b>		
	None listed	None listed
<b>Freeway Incident Management Section</b>		
<b>Agencies your agency provides incident severity, location, and type info. and/or shares infrastructure and/or coordinates operation</b>		
<b><i>Arterial Management Agencies</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Emergency Management Agencies</i></b>		
Provide Information	None listed	None listed

Freeway Management Integration  
Agencies for Metropolitan Area: Tulsa

Agency Name	Oklahoma Department of Transportation	
	1999	2005
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Freeway Management Agencies</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><i>Public Transit Operators</i></b>		
Provide Information	None listed	None listed
Share Infrastructure	None listed	None listed
Coordinate Operation	None listed	None listed
<b><u>Receiving real-time information via electronic means from others</u></b>		
<b><i>Emergency Management agencies from which your agency receives incident clearance and/or incident severity and type</i></b>		
Receive Arterial Incident Clearance Information	None listed	None listed
Receive Arterial Incident Severity Information	None listed	None listed
<b><i>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</i></b>		
None listed	None listed	None listed
<b><i>Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions</i></b>		
None listed	None listed	None listed

\*short survey: Agency responded using a short survey. The survey did not include names of individual agencies, but only identified whether integration exists.



**Appendix E**  
**Freeway Management Information Collection and Dissemination**

Data Collection and Dissemination: Freeway Management  
Agencies for Metropolitan Area: Tulsa

Agency Name	Oklahoma Department of Transportation	
	1999	2005
Agency Returned Survey?	Yes	
<b>Freeway Management Section</b>		
<b>Data collected, archived, and/or transferred to another agency</b>		
Collected by your agency	Traffic volumes, Traffic speeds, Vehicle classification, Weather conditions, Current work zones	Traffic volumes, Traffic speeds, Vehicle classification, Road conditions, Weather conditions, Incidents, Current work zones
Archived by your agency	Traffic volumes, Traffic speeds, Vehicle classification, Incidents, Current work zones	Traffic volumes, Traffic speeds, Vehicle classification, Incidents, Current work zones
Transferred to another agency by your agency	Traffic volumes, Traffic speeds, Vehicle classification, Incidents, Current work zones	Traffic volumes, Traffic speeds, Vehicle classification, Incidents, Current work zones
<b>Importance of making information available to the public</b>		
Ranked High	Traffic volumes, Traffic speeds, Vehicle classification, Road conditions, Incidents, Current work zones	
Ranked Medium	NR	
Ranked Low	NR	
<b>Groups that make requests for the data</b>	Universities, State DOT personnel, Federal DOT personnel, Media (i.e., TV stations, radio stations), MPOs, Consultants	
<b>What is the data used for?</b>	Do not know, Traffic analysis, Planning, Roadway impact analysis	
<b>Methods used to disseminate freeway information to the public</b>		
Technologies your agency uses to disseminate:	NR	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR
<b>Internet web site reporting freeway conditions</b>	NR	
<b>Telephone system for reporting freeway information to the public</b>	NR	
<b>Organizations your agency sends information for dissemination to the public</b>	NR	
<b>Freeway Incident Management Section</b>		
<b>Methods used to distribute incident location and severity information to the public</b>		
Technologies your agency uses to disseminate:	NR	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR
<b>Internet web site reporting incident information</b>	NR	
<b>Telephone system for reporting incident information to the public</b>	NR	
<b>Organizations your agency sends information for dissemination to the public</b>	NR	

**Appendix F**  
**Arterial Management Components**

Arterial Management  
Agencies for Metropolitan Area: Tulsa

	Broken-Arrow City		Tulsa City		Tulsa County		Totals	
	1999	2005	1999	2005	1999	2005	1999	2005
Agency Returned Survey?	Yes		Yes		Yes		3	
<b>ARTERIAL MANAGEMENT SECTION</b>								
Number of arterial miles that agency owns or maintains	NR		500		NR		500	
Number of arterial miles that is used for planning	NR		NR		NR		0	
Number of highway-rail intersections that agency maintains	6		NR		41		47	
Number of highway-rail intersections that is used for planning	NR		NR		NR		0	
<b>Type of facilities used to conduct arterial management activities</b>								
Activities housed in a free-standing dedicated building?	No		No		No		0	
Activities housed in a building shared with other activities?	No		No		No		0	
Activities conducted in a dedicated control room?	No		No		No		0	
Control room contains operator console(s)?	No		No		No		0	
Control room contains electronic wall map?	No		No		No		0	
Control room contains CCTV display(s)?	No		No		No		0	
Activities conducted in a room containing workstations or PCs that manage traffic?	No		No		No		0	
Facilities are electronically linked to other transportation mgt facilities?	No		No		No		0	
<b>Staffing and hours of operation of arterial management activities</b>								
Number of full-time agency staff members	NR		NR		NR		0	
Number of full time contractor staff members	NR		NR		NR		0	
Number of part-time agency staff members	NR		NR		NR		0	
Number of part-time contractor staff members	NR		NR		NR		0	
Staffed 24 hours day by agency staff or by others	NR		NR		NR		0	
Staffed during peak hours only by agency staff or by others	NR		NR		NR		0	
Staffed by others during off-peak hours	No		No		No		0	
Agency staff perform transportation management as an ancillary duty	No		No		No		0	
Agency staff dedicated to transportation management duty	No		No		No		0	
<b>Types of operations conducted for arterial management</b>								
Incident detection and management?	No		No		No		0	
This metropolitan area?	No		No		No		0	
Other metropolitan area?	No		No		No		0	
Monitoring and troubleshooting status of system components?	No		No		No		0	
Radio communications with other agencies?	No		No		No		0	
Exchange of electronic data with other agencies such as computer aided dispatch?	No		No		No		0	
Manual override of traffic signal timing plans	No		No		No		0	
Operating transportation mgt roadside devices (e.g., VMS, CCTV, etc.)	No		No		No		0	
<b>Describe agency's role in traffic signal control</b>	NR		All roads in incorporated area		NR			
<b>Traffic Signals Operated by Agency</b>								

Arterial Management  
Agencies for Metropolitan Area: Tulsa

	Broken-Arrow City		Tulsa City		Tulsa County		Totals	
	1999	2005	1999	2005	1999	2005	1999	2005
Number of signalized intersections operated and owned by agency	NR	NR	400	NR	NR	NR	400	0
Number of signalized intersections operated by agency but owned by another	NR	NR	0	NR	NR	NR	0	0
Total number of signalized intersections operated by agency	45	56	400	NR	5	8	450	64
<i>Characteristics of signalized intersections that agency operates</i>								
Under closed loop or central system control	0	0	89	NR	5	8	94	8
Under real-time traffic adaptive control using advanced software	0	0	0	NR	0	0	0	0
Using SCOOT	No		No		No		0	
Using SCATS	No		No		No		0	
Name of software	NR		NR		NR			
Allow signal preemption for emergency vehicles	40	56	15	NR	0	0	55	56
Allow signal priority for transit vehicles	0	0	0	NR	0	0	0	0
Within 200 feet of a highway-rail intersection	1	1	4	NR	2	0	7	1
Within 200 feet of a highway-rail intersection that adjust signal timing	1	1	3	NR	0	0	4	1
<b>Software used to control the signals agency operates</b>								
Date of last upgrade to traffic signal control system software?	NR		7/99		NR			
How often do you update signal timing?	NR		NR		NR			
Software used and number of signalized intersections under control (1999, 2005)	NR		BiTrans, 89, 89		NR			
<b>Controllers used to control signals</b>								
NEMA	0	0	311	350	0	0	311	350
170/179	0	0	89	89	0	0	89	89
2070 controller	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Technologies Associated with Highway-Rail Intersections</b>								
Total number of highway-rail intersections under electronic surveillance	NR	NR	NR	NR	16	16	16	16
<i>Highway-Rail intersection capabilities</i>								
Video surveillance	0	0	0	0	0	0	0	0
Electronic surveillance other than video	0	0	0	0	0	0	0	0
Ability to predict train arrival electronically	0	0	0	0	0	0	0	0
Equipped with electronic traffic violator devices	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Real-Time Electronic Traffic Data Collection Technologies</b>								
Total number of signalized intersections covered by electronic surveillance	NR	NR	NR	NR	NR	NR	0	0
<i>Number of signalized intersections with data collection technologies</i>								
Loop detectors	0	0	0	0	0	0	0	0
Video detection cameras	0	0	0	0	0	0	0	0
Probe readers reading toll tags	0	0	0	0	0	0	0	0
Probe readers reading license plates	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Roadside Technologies used to Distribute Traveler Information</b>								
<i>Number deployed</i>								
Highway Advisory Radio	NR	NR	NR	NR	NR	NR	0	0
In-Vehicle Signing (IVS)	NR	NR	NR	NR	NR	NR	0	0

Arterial Management  
Agencies for Metropolitan Area: Tulsa

	Broken-Arrow City		Tulsa City		Tulsa County		Totals	
	1999	2005	1999	2005	1999	2005	1999	2005
VMS controlling parking access	NR	NR	NR	NR	NR	NR	0	0
<i>Miles covered</i>								
Highway Advisory Radio	NR	NR	NR	NR	NR	NR	0	0
In-Vehicle Signing (IVS)	NR	NR	NR	NR	NR	NR	0	0
<b>Variable Message Signs (VMS) on Arterials</b>								
Candidate locations for deployment of VMS where VMS has been deployed	0	0	NR	NR	NR	NR	0	0
Candidate locations for deployment of VMS	3	7	NR	NR	NR	NR	3	7
<b>Communication Technologies</b>								
<i>Signalized intersections communicated with by each type of communication</i>								
Twisted pair cable	0	0	89	89	0	0	89	89
Coaxial cable	0	0	0	0	0	0	0	0
Fiber-optic cable	0	0	0	0	0	0	0	0
Other (e.g., wireless, dial-up modems, leased lines, etc.)	0	0	2	2	0	0	2	2
<b>Does agency convey information on highway-rail intersection crossing status to travelers via roadside media such as VMS or HAR?</b>	No		No		No		0	
<b>ITS Standards Used Related to Traffic Signal Control</b>								
Advanced Transportation Controller (ATC) Software Application Interface (ITE 9603-1)	No		No		No		0	
ATC Physical Cabinet Functional Design (ITE-9603-2)	No		No		No		0	
ATC Functionality and Interface Definitions (ITE-9603-3)	No		No		No		0	
Natl. Trans. Communications for ITS Protocol (NTCIP) Class B Profile (AASHTO TS 3.3)	No		No		No		0	
NTCIP Data Collection and Monitoring Devices (AASHTO TS 3.DCM)	No		No		No		0	
NTCIP Object Definitions for Video Camera Control (AASHTO TS 3.VCC)	No		No		No		0	
NTCIP Object Definitions for Actuated Traffic Signal Controller Units (AASHTO TS 3.5)	No		No		No		0	
Would agency be willing to participate in testing of ITS Standards?	NR		No		NR		0	
<b>Have agreements in place with other agencies to use similar hardware and software to aid maintenance and interoperability?</b>	NR		No		NR		0	
<b>INCIDENT MANAGEMENT ON ARTERIAL STREETS</b>								
<b>Receive information on highway-rail intersection crossing blockages for the purpose of managing incident response?</b>	No		No		No		0	
<b>Use of Service Patrols to Assist in Detection and Response to Incidents</b>								
Publicly operated service patrol vehicles	No		No		No		0	
Privately operated service patrol vehicles operated under public contract	No		No		No		0	
Total number of arterial miles patrolled by these services	NR	NR	NR	NR	NR	NR	0	0
<b>Miles Covered by Methods to Detect and Verify Incidents</b>								
Free cellular phone call to a dedicated phone number other than 911	0	0	0	0	0	0	0	0
Free cellular phone call to an area radio station	0	0	0	0	0	0	0	0
Police patrols	0	0	0	0	0	0	0	0
Computer algorithms linked to traffic surveillance equipment	0	0	0	0	0	0	0	0
CCTV	0	0	0	0	0	0	0	0
Private sector sources (e.g., Shadow Traffic, Smart Routes)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0

Arterial Management  
Agencies for Metropolitan Area: Tulsa

	Broken-Arrow City		Tulsa City		Tulsa County		Totals	
	1999	2005	1999	2005	1999	2005	1999	2005
<b>Procedures in place for Arterial Incident Response?</b>								
Working agreement(s)/arrangement(s) with other agencies	No		No		No		0	
Inter-agency incident management admin. team that meets regularly	No		No		No		0	
Major incident response team that responds to major incidents	No		No		No		0	
Set of goals/objectives for incident mgt that has been adopted by agencies in region	No		No		No		0	
<b>Methods of Communication Used On-Site at an Incident</b>								
<u>Police</u>								
Two-way radio	No		No		No		0	
800 MHz trunked radio	No		No		No		0	
Cellular telephone	No		No		No		0	
Hand-held (i.e., walkie-talkie)	No		No		No		0	
Automated data systems (i.e., CAD)	No		No		No		0	
Other	No		No		No		0	
<u>Fire</u>								
Two-way radio	No		No		No		0	
800 MHz trunked radio	No		No		No		0	
Cellular telephone	No		No		No		0	
Hand-held (i.e., walkie-talkie)	No		No		No		0	
Automated data systems (i.e., CAD)	No		No		No		0	
Other	No		No		No		0	
<u>DOT</u>								
Two-way radio	No		No		No		0	
800 MHz trunked radio	No		No		No		0	
Cellular telephone	No		No		No		0	
Hand-held (i.e., walkie-talkie)	No		No		No		0	
Automated data systems (i.e., CAD)	No		No		No		0	
Other	No		No		No		0	
<u>Towing</u>								
Two-way radio	No		No		No		0	
800 MHz trunked radio	No		No		No		0	
Cellular telephone	No		No		No		0	
Hand-held (i.e., walkie-talkie)	No		No		No		0	
Automated data systems (i.e., CAD)	No		No		No		0	
Other	No		No		No		0	
<b>Which police agencies typically respond to incidents on arterials?</b>								
State Police	No		No		No		0	
County Police or Sheriff	No		No		No		0	
City Police	No		No		No		0	

Arterial Management  
Agencies for Metropolitan Area: Tulsa

	Broken-Arrow City		Tulsa City		Tulsa County		Totals	
	1999	2005	1999	2005	1999	2005	1999	2005
<b>Who provides on-site emergency medical response?</b>								
Fire	No		No		No		0	
Emergency Management Service Agency	No		No		No		0	
Private hospital	No		No		No		0	
<b>Has a multi-agency contact list been developed in area containing the names, phone numbers, etc. for the appropriate response personnel?</b>	NR		NR		NR		0	
<b>Is the Incident Command System used to manage incident scenes?</b>	NR		NR		NR		0	
<b>Is there a legal specification by state law or formal agreement as to who is "in charge" at the incident scene?</b>								
Specified by state law?	No		No		No		0	
Formal agreement?	No		No		No		0	
Not specified or don't know?	No		No		No		0	
<b>On-scene command post used to manage activities of responding agencies?</b>	NR		NR		NR		0	
Are there communication linkages to a communications traffic/freeway mgt center?	NR		NR		NR		0	
<b>Plan developed and adopted by responding agencies for staging and parking response vehicles and equip. at incident site that minimizes lane blockage and facilitates the re-opening of lanes?</b>	NR		NR		NR		0	
<b>Respondents protected through law or court opinion for liability claims for damages to vehicles or cargoes during clearance activities?</b>	NR		NR		NR		0	
<b>Are overturned tank trucks, which are intact and not leaking, uprighted without first off-loading?</b>	NR		NR		NR		0	
<b>Does your state or local jurisdiction have a law that requires drivers involved in property-damage-only accidents to move the vehicles from travel lanes to a safe location to exchange info and wait for police?</b>	NR		NR		NR		0	
<b>Have laws or policies regarding the removal of stalled/abandoned vehicles from freeway shoulders?</b>	NR		NR		NR		0	
<b>Hours abandoned vehicles are allowed to remain on a freeway shoulder?</b>	NR		NR		NR		0	
<b>Have policies or procedures for quick removal of vehicles?</b>	NR		NR		NR		0	
<b>Is Total Station equipment used to investigate major incidents?</b>	NR		NR		NR		0	
<b>Handling of Towing Responses to Incidents</b>								
Formal contract based on qualifications?	No		No		No		0	
Rotation with companies under contract?	No		No		No		0	
Separate lists kept for light and heavy response and for specialty recovery?	NR		NR		NR		0	
Rotation list with minimal qualifications?	No		No		No		0	
<b>In towing qualifications, do you require towers to be certified under the Towing and Recovery Ass. of America's National Drivers Cert. Program?</b>	NR		NR		NR		0	
DK: Don't know								
NR: No Response								
Leg: Legislation or action being planned								



**Appendix G**  
**Arterial Management Integration**

Arterial Management Integration  
Agencies for Metropolitan Area: Tulsa

Agency Name	Broken-Arrow City		Tulsa City		Tulsa County	
	1999	2005	1999	2005	1999	2005
Agency Returned Survey?	Yes		Yes		Yes	
<b>Arterial Management Section</b>						
<b><u>Arterial Mgt. agencies in metropolitan area with which you share info.</u></b>						
Share Timing Plans Information	short survey	None listed	None listed	None listed	short survey	None listed
Coordinate Changes to Timing Plans	short survey	None listed	None listed	None listed	short survey	None listed
Turn over Control of Signals	None listed	None listed	None listed	None listed	None listed	None listed
<b>Agencies your agency provides arterial travel times, speeds, and conditions information, share infrastructure or coordinates operation</b>						
<b><i>Freeway Management Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Incident Management Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Public Transit Operators Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Arterial Management Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	None listed	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><u>Receiving real-time information via electronic means from others</u></b>						
<b><i>Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions</i></b>						
	None listed	None listed	None listed	None listed	short survey	None listed
<b><i>Public Transit operators from which your agency receives arterial travel times derived from vehicle probes</i></b>						
	None listed	None listed	None listed	None listed	short survey	None listed
<b><i>Incident Management agencies from which your agency receives incident clearance and/or incident severity, location, and type information</i></b>						
Receive information on Incident Clearance	None listed	None listed	None listed	None listed	short survey	None listed
Receive information on Incident Severity, Location, and Type	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Toll Collection agencies from which your agency receives arterial travel times derived from vehicles probes</i></b>						
	None listed	None listed	None listed	None listed	short survey	None listed
<b>Arterial Incident Management Section</b>						
<b>Agencies your agency provides incident severity, location, and type info. and/or shares infrastructure and/or coordinates operation</b>						
<b><i>Emergency Management Agencies</i></b>						

Arterial Management Integration  
Agencies for Metropolitan Area: Tulsa

Agency Name	Broken-Arrow City		Tulsa City		Tulsa County	
	1999	2005	1999	2005	1999	2005
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Freeway Management Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><i>Public Transit Operators</i></b>						
Provide Information	None listed	None listed	None listed	None listed	short survey	None listed
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed
<b><u>Receiving real-time information via electronic means from others</u></b>						
<b><i>Emergency Management agencies from which your agency receives arterial incident clearance and/or arterial incident severity</i></b>						
Receive Arterial Incident Clearance Information	None listed	None listed	None listed	None listed	short survey	None listed
Receive Arterial Incident Severity Information	None listed	None listed	None listed	None listed	short survey	None listed
<b><i>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</i></b>						
Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions	None listed	None listed	None listed	None listed	short survey	None listed
<b><i>Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions</i></b>						
Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions	None listed	None listed	None listed	None listed	short survey	None listed

\*short survey: Agency responded using a short survey. The survey did not include names of individual agencies, but only identified whether integration exists.

**Appendix H**  
**Arterial Management Information Collection and Dissemination**

Data Collection and Dissemination: Arterial Management  
 Agencies for Metropolitan Area: Tulsa

Agency Name	Broken-Arrow City		Tulsa City	
	1999	2005	1999	2005
Agency Returned Survey?	Yes		Yes	
<b>Arterial Management Section</b>				
<b>Data collected, archived, and/or transferred to another agency</b>				
Collected by your agency	NR	NR	Traffic volumes, Turning movements, Phasing/cycle lengths	Traffic volumes, Turning movements, Phasing/cycle lengths
Archived by your agency	NR	NR	Traffic volumes, Turning movements, Phasing/cycle lengths	Traffic volumes, Turning movements, Phasing/cycle lengths
Transferred to another agency by your agency	NR	NR	Traffic volumes	Traffic volumes
<b>Importance of making information available to the public</b>				
Ranked High	NR		Traffic volumes	
Ranked Medium	NR		NR	
Ranked Low	NR		Turning movements, Phasing/cycle lengths	
<b>Groups that make requests for the data</b>	NR		State DOT personnel, Media (i.e., TV stations, radio stations), MPOs, Consultants	
<b>What is the data used for?</b>	NR		Traffic analysis, Planning, Dissemination to the public	
<b>Methods used to disseminate arterial information to the public</b>				
Technologies your agency uses to disseminate:	NR	Kiosks	NR	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR	NR	NR
<b>Internet web site reporting arterial conditions</b>	NR		NR	

Data Collection and Dissemination: Arterial Management  
Agencies for Metropolitan Area: Tulsa

Agency Name	Broken-Arrow City		Tulsa City	
	1999	2005	1999	2005
Telephone system for reporting arterial information to the public	NR		NR	
Organizations your agency sends information for dissemination to the public	NR		NR	
<b>Arterial Incident Management Section</b>				
<b>Methods used to distribute incident location and severity information to the public</b>				
Technologies your agency uses to disseminate:	NR	NR	NR	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR	NR	NR
<b>Internet web site reporting incident information</b>	NR		NR	
<b>Telephone system for reporting incident information to the public</b>	NR		NR	
<b>Organizations your agency sends information for dissemination to the public</b>	NR		NR	

Data Collection and Dissemination: Arterial Management  
Agencies for Metropolitan Area: Tulsa

Agency Name	Tulsa County	
	1999	2005
Agency Returned Survey?	Yes	
<b>Arterial Management Section</b>		
<b>Data collected, archived, and/or transferred to another agency</b>		
Collected by your agency	NR	NR
Archived by your agency	NR	NR
Transferred to another agency by your agency	NR	NR
<b>Importance of making information available to the public</b>		
Ranked High	NR	
Ranked Medium	NR	
Ranked Low	NR	
<b>Groups that make requests for the data</b>	NR	
<b>What is the data used for?</b>	NR	
<b>Methods used to disseminate arterial information to the public</b>		
Technologies your agency uses to disseminate:	E-mail or other direct PC communication	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR
<b>Internet web site reporting arterial conditions</b>	NR	

Data Collection and Dissemination: Arterial Management  
 Agencies for Metropolitan Area: Tulsa

Agency Name	Tulsa County	
	1999	2005
Telephone system for reporting arterial information to the public	NR	
Organizations your agency sends information for dissemination to the public	NR	
<b>Arterial Incident Management Section</b>		
<b>Methods used to distribute incident location and severity information to the public</b>		
Technologies your agency uses to disseminate:	E-mail or other direct PC communication	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR
<b>Internet web site reporting incident information</b>	NR	
<b>Telephone system for reporting incident information to the public</b>	NR	
<b>Organizations your agency sends information for dissemination to the public</b>	NR	



**Appendix I**  
**Transit Management Components**

**Appendix J**  
**Transit Management Integration**

**Appendix K**  
**Transit Management Information Collection and Dissemination**

**Appendix L**  
**Emergency Management**

Emergency Management Agencies for Metropolitan Area: Tulsa

Agency Name	Total Vehicles		Navigation Capabilities		AVL		CAD		CAD Equipped with Mobile Data Terminal		Vehicles Equipped with Preemption		Participate in Formal Incident Mgt Program	Send Incident Info to other agencies	List of agencies receiving data
	1999	2005	1999	2005	1999	2005	1999	2005	1999	2005	1999	2005			
Broken Arrow City Fire & Rescue Department (EMS)	5	NR	0	NR	0	NR	5	NR	0	NR	5	NR	No	No	None listed
Broken Arrow City Fire & Rescue Department (Fire)	12	NR	0	NR	0	NR	12	NR	0	NR	12	NR	No	No	None listed
Broken Arrow Police Department	69	120	0	0	0	0	0	120	0	120	62	120	No	No	None listed
Broken Arrow Rescue	1	NR	0	NR	0	NR	1	NR	0	NR	1	NR	No	No	None listed
Creek County Sheriffs Office	15	NR	0	NR	0	NR	0	NR	0	NR	0	NR	No	No	None listed
Tulsa Area Emergency Management Agency	5	5	0	1	0	0	5	5	0	0	0	0	No	No	None listed
Tulsa County Sheriffs Office	120	140	0	NR	0	NR	120	140	0	0	0	0	Yes	Yes	Tulsa Police Department, Tulsa Fire Department, Emergency Medical Services Agency EMSA, Tulsa Area Emergency Management Agency
Tulsa Fire Department	54	NR	0	NR	0	NR	54	NR	0	NR	8	NR	Yes	Yes	FBI