CMS: VMS-DMS-PCMS-PVMS

Discussion of Changeable Message Signs – MUTCD Part 2 and Part 6

Basics – (1) MUTCD Strategic Plan for 2033; (2) Vehicle Infrastructure Interconnectivity

ITS Maryland – 09/19/14 - THicks PE
Guiding Principles

• Fulfill a need
• Provide simple and clear meaning
• Provide adequate time for response
• Command attention and respect
• Human Factors
  – Expectancy
  – “Two-Second Rule”
  – Placement and Visibility
TIME TO TUNNELS

I-895  13 MI  13 MIN
I-95   13 MI  13 MIN
Some Operational and Safety Issues

• Basic “Driver Premise”
  – Let ‘em go – let ‘em drive!
  – Avoid unneeded controls/information
  – Very brief message; or no message at all
  – Glance legibility; Kassoff’s “auto-pilot”
  – Non-relevant traffic messages
  – Standard design, use and application
HAVE A SAFE TRIP
AVOID TRAVEL DELAYS
GO EARLY STAY LATE
Operational/Safety Issues (cont’d)

• WZTC – not to replace standard signs (PCMS)
• WZTC – DMS only in immediate WZ area as Supplemental unless other routes suggested
• DMS – brightness; PCMS – angularity issues
• DMS – use of auxiliary beacons
• Special Events – utilize a “traffic message”
• Limit “Non-traffic” messages
ROADWORK I-70 WEST
PRIOR TO EXIT 87
LEFT LANE CLOSED
Concluding Thoughts

• Adopt a “Standard of Care”
• Adhere to Guidelines/Directives of MdMUTCD
• Bob Marburg’s comments
• Mixture of Toll and SHA facilities
• Specific “Toll Information” DMS
• Future “express toll lanes” (directional)
• Liability issues
• RSA – review, include human behaviorist