

2006 Transit Management Survey

FLEET CHARACTERISTICS

1. Total number of vehicles used in revenue service:

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

2. Total number of vehicles equipped with Automated Vehicle Location (AVL):

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

3. Total number of vehicles equipped with AVL that are operated and maintained as specified:

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

4. Total number of vehicles with real-time monitoring of vehicle components:

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

5. Total number of vehicles with real-time monitoring of vehicle components that are operated and maintained as specified:

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other:

6. Total number of vehicles where automated dispatching or control software¹ is available:

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other:

7. Total number of vehicles where automated dispatching or control software is available that are operated and maintained as specified:

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other:

TRAFFIC SIGNAL PRIORITY

8. Number of Fixed Route Buses that have traffic signal priority capability:

9. Number of Light rail vehicles that have traffic signal priority capability:

10. Number of Demand Responsive vehicles that have traffic signal priority capability:

11. Number of other (as specified in question 1) vehicles that have traffic signal priority capability:

RAMP METER SIGNAL PRIORITY

12. Number of Fixed Route Buses with ramp meter signal priority capability:

¹ Software that displays AVL-equipped vehicle locations, vehicle data, and operator data on dispatcher monitors, automated control software for light or heavy rail systems, or automated scheduling software for demand responsive service.

13. Number of Demand Responsive vehicles with ramp meter signal priority capability:

14. Number of other (as specified in question 1) vehicles with ramp meter signal priority capability:

VEHICLES OPERATED AS VEHICLE PROBES

15. Total number of vehicles operated as vehicle probes on FREEWAYS:

Fixed Route Buses:
Demand Responsive:
Other:

16. Total number of vehicles operated as vehicle probes on ARTERIALS:

Fixed Route Buses:
Demand Responsive:
Other:

ORGANIZED REGIONAL INCIDENT MANAGEMENT PROGRAM

17. Does your agency's operators or dispatchers report traffic incidents (e.g., stalled vehicles, crashes)?

Yes

Has this reporting system had a measurable impact on customer satisfaction?

Yes

No

No

ELECTRONIC FARE PAYMENT

18. Vehicles/Stations equipped with Magnetic Stripe Readers:

Fixed Route Buses:
Heavy or Rapid Rail Stations:
Light-Rail Stations:
Demand Responsive Vehicles:
Commuter Rail Stations:
Ferry Boat Landings:

19. Vehicle/Stations equipped with Smart Card Readers (with embedded computer chip):

Fixed Route Buses:
Heavy or Rapid Rail Stations:
Light-Rail Stations:
Demand Responsive Vehicles:
Commuter Rail Stations:
Ferry Boat Landings:

20. Does your agency electronically store collected fare payment data for use in route and service planning?

Yes

No

21. Does your agency use the same electronic fare payment system as another Transit agency in your metropolitan area?

Yes

No

No, there are no other Transit Agencies

22. Does you agency use the same electronic fare payment system that can be used by other toll collection systems in your metropolitan area?

Yes

No

No, there is no Toll Collection

ADVANCED TRAVELER INFORMATION SYSTEM (ATIS)

Please check all the methods your agency uses to disseminate information to the public:

23. Methods used to disseminate Transit Routes, Schedules, and Fare Information to the public:

Dedicated cable TV:

Automated telephone system:

Internet Web sites:

Pagers or personal data assistants:

Interactive TV:

Kiosks:

E-mail or other direct PC communication:

In-vehicle navigation systems:

Variable Message Signs (in vehicle):

Monitors/VMS (not in vehicles):

Audible Enunciators:

Facsimile:

511 Telephone System:

24. Methods used to disseminate Real-time Transit schedule adherence or Arrival and Departure Times to the public:

Dedicated cable TV:

Automated telephone system:

Internet Web sites:

Pagers or personal data assistants:

Interactive TV:

Kiosks:

E-mail or other direct PC communication:

In-vehicle navigation systems:

Variable Message Signs (in vehicle):

Monitors/VMS (not in vehicles):

Audible Enunciators:

Facsimile:

511 Telephone System:

25. Have the methods of information dissemination checked above had a measurable impact on customer satisfaction?

Yes

No

26. Total number of facilities:

Bus Stops:
Rail Stations:
Bus Depots:
Other:

27. Total number of facilities that electronically display automated or dynamic traveler information (e.g., schedule and system information) to the public:

Bus Stops:
Rail Stations:
Bus Depots:
Other:

28. How many of these facilities are operated and maintained as specified?

Bus Stops:
Rail Stations:
Bus Depots:
Other:

29. Have these display of information had a measurable impact on customer satisfaction?

Bus Stops:
Rail Stations:
Bus Depots:
Other:

30. Total number of vehicles that electronically display automated or dynamic traveler information (e.g., schedule and system information) to the public:

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

31. How many are operated and maintained as specified?

Fixed Route Bus:
Heavy or Rapid Rail:
Light Rail:
Demand Responsive:
Commuter Rail:
Ferry Boat:
Other:

32. Has this display of information had a measurable impact on customer satisfaction?

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other:

SAFETY AND SECURITY

33. Total number of vehicles with audio or video surveillance to enhance security:

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other vehicles:
- Bus Stops:
- Rail Stations:
- Bus Depots:
- Other facilities:

34. Has audio and/or video surveillance at these vehicles/facilities had a measurable impact on customer satisfaction?:

- Fixed Route Bus:
- Heavy or Rapid Rail:
- Light Rail:
- Demand Responsive:
- Commuter Rail:
- Ferry Boat:
- Other vehicles:
- Bus Stops:
- Rail Stations:
- Bus Depots:
- Other facilities:

35. Total number of vehicles that can be remotely shut down via wireless communication:

- Fixed Route Bus:
- Heavy or Rapid Rail:

TRANSPORTATION DEMAND MANAGEMENT

36. Did your agency perform a system engineering analysis for any ITS technologies you have deployed?

- Yes
 - Did the analysis include a formal cost-benefit calculation?
 - Yes
 - No
- No

37. Does your agency use data from technologies such as AVL/CAD systems and automatic passenger counter systems, to assist in planning?

- Yes
- No

38. Are your systems for distributing traveler information via Internet or wireless devices operated and maintained as specified?

- Yes
- No
- Not Applicable

39. Have your systems for distributing traveler information via Internet or wireless devices had measurable impact on customer satisfaction?

- Yes
- No
- Don't know
- Not Applicable

40. Does your agency employ automatic vehicle location, combined with dispatching and reservation technologies to provide flexible routing and scheduling?

- Yes
- No

41. Does your agency employ vehicle monitoring and communication technologies to facilitate the coordination of passenger transfers between vehicle or transit systems?

- Yes
- No

42. Does your agency provide ride sharing and carpool matching services?

- Yes
- No

ITS ARCHITECTURE AND DATA ARCHIVING

43. Is your agency involved in a formal effort to develop a regional ITS architecture?

Yes

What is the status of the regional ITS architecture?

- Our region has a fully developed regional ITS architecture undergoing continuing development and updating
- Our regional ITS architecture is under initial development

How long has your agency been involved in the region's ITS architecture development effort?

- Under 1 year
- 1-2 years
- More than 2 years
- Do not know
- Not involved

No

Why not?

- There is no such effort underway in our region
- There is an effort underway, but we are not involved

44. Has your agency been involved in the development of ITS data archiving?

- Yes, this agency leads the effort
- Yes, as a participant
- No
- No, we are aware of it, but have not been involved
- Do not know

SYSTEM COST INFORMATION

45. Please provide the implementation year, vendor name, system cost and annual operating cost for any ITS technologies that your agency has implemented in the last 5 years

	Year of Implementation	Vendor	System Cost	Annual Operating Cost
Automatic Vehicle Location Systems				
Real-time monitoring of Vehicle components or subsystems				
Automated Dispatching or Control Software, Computer-Aided Dispatching (CAD)				
Systems to use transit vehicles as probes of speed, travel time, and conditions of freeways and arterials				
System for real-time reporting of incidents				
Systems for collection and management of fares				
Audio and Video surveillance, including related communications, storage, processing and analysis systems				
Automated passenger counting systems, including communication, storage and analysis systems to make use of the information				
Internet systems and services needed to support dissemination of information, including schedules, outages, automated routing, pricing				
Systems to support ride sharing and carpool matching services				
Other ITS systems				