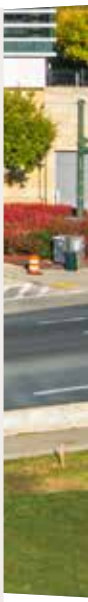
Transit Signal Priority (TSP) and Freight Signal Priority (FSP)



HOW COULD THIS HELP?

- Improves freight travel reliability
- Reduces impact to pavement condition
- Reduces freight shipping costs

HOW DOES THIS WORK?

- Two applications provide signal priority to transit at intersections and along arterial corridors as well as signal priority to freight vehicles along an arterial corridor near a freight facility.

TRANSPORTATION NEEDS ADDRESSED

MOBILITY

SOLUTION IMPROVEMENTS

- Unoptimized transit operation
- Excessive fuel consumption/emissions
- Unoptimized freight operations

SOLUTION PITFALLS

- Infrastructure and vehicle must be V2I equipped

INVESTMENT

+ V2X ROADSIDE UNIT COST PER MILE-FREEWAYS
N/A

+ V2X ROADSIDE UNIT COST PER INTERSECTION-SIGNALIZED CORRIDORS
$26,000

+ V2X SIGNAL CONTROLLER COST PER INTERSECTION-SIGNALIZED CORRIDORS
$10,000

+ FIBER OPTICS COST PER MILE
$158,000

Disclaimer: all content is for planning purposes only and published as of Summer 2020. Contact the author at shacav@mdot.maryland.gov with any questions or comments.

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION