2023 ITS Deployment Tracking Survey

Freeway, arterial, and transit management agencies nationwide were surveyed about their Intelligent Transportation Systems (ITS) deployment. For the first time, the 2023 ITS Deployment Tracking Survey measures ITS deployment in smaller urban and rural areas in addition to large metropolitan areas.[1]

Overall Survey Response Rate

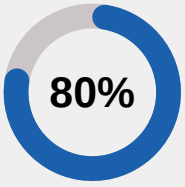
- 78% (311 Freeway Agencies)
- 78% (276 Arterial: State DOT Districts)
- 47% (423 Arterial: Local Agencies)

ITS for Road Weather Management:

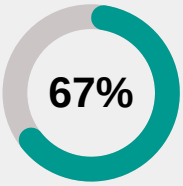
Freeway and Arterial Management Agencies

The 2023 ITS Deployment Tracking Survey asked freeway and arterial management agencies about the ITS, tools, and strategies they use for managing road weather.[2]

ITS for Road Weather Management



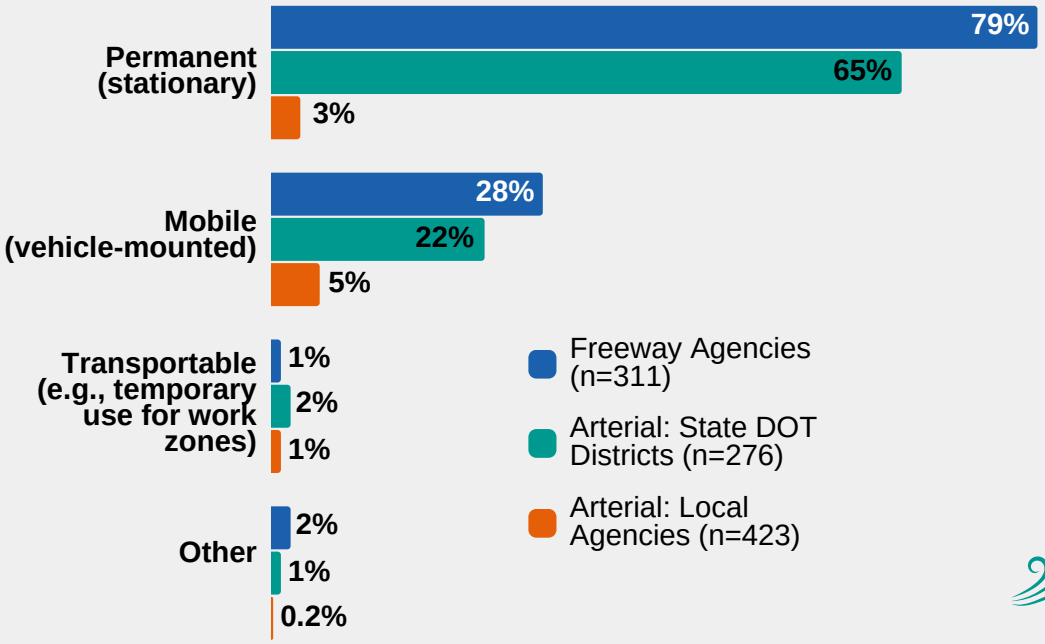
Freeway Agencies



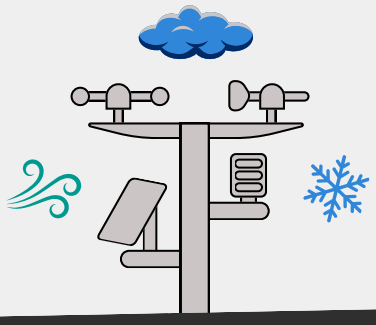
Arterial: State DOT Districts

Arterial: Local Agencies

A large majority of both **freeway agencies** (80%) and **State DOT districts managing arterials** (67%) use one or more of the surveyed types of Road Weather Information Systems (RWIS)/ESS to collect weather and road condition data. Only 5% of **local agencies** use at least one.



Permanent (stationary) systems are deployed by a large majority of both freeway agencies and State DOT districts managing arterials, and about one fourth deploy **mobile (vehicle-mounted)** systems.



[1] Click here for more about the change in survey methodology.

[2] All data for local arterial agencies are weighted. Click here to see the reports for more details.

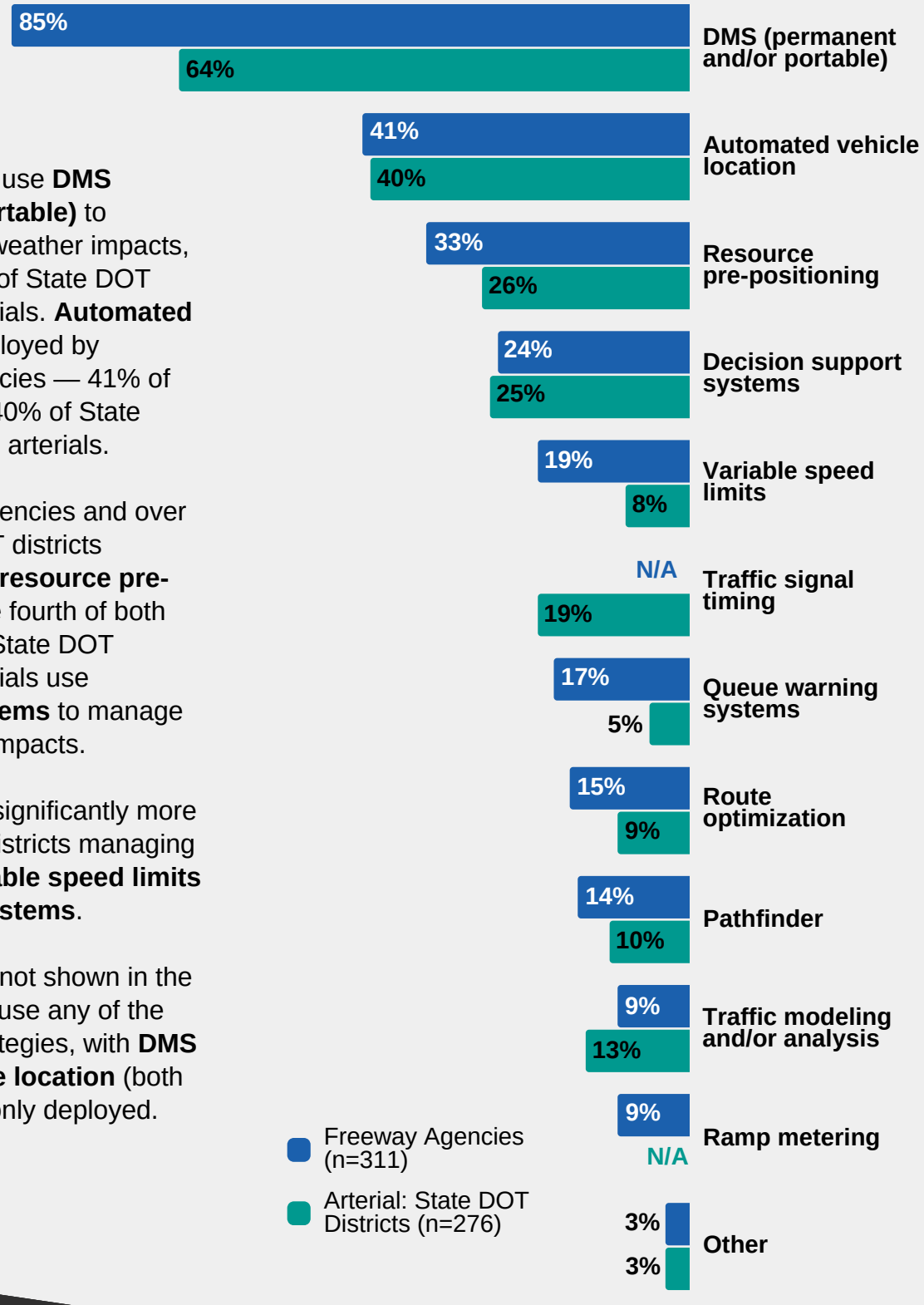
Tools and Strategies to Manage Adverse Road Weather Impacts

Most freeway agencies use **DMS (permanent and/or portable)** to manage adverse road weather impacts, as do nearly two thirds of State DOT districts managing arterials. **Automated vehicle location** is deployed by significantly fewer agencies — 41% of freeway agencies and 40% of State DOT districts managing arterials.

One third of freeway agencies and over one fourth of State DOT districts managing arterials use **resource pre-positioning**. About one fourth of both freeway agencies and State DOT districts managing arterials use **decision support systems** to manage adverse road weather impacts.

Freeway agencies are significantly more likely than State DOT districts managing arterials to deploy **variable speed limits** and **queue warning systems**.

Among local agencies (not shown in the chart), fewer than 10% use any of the surveyed tools and strategies, with **DMS** and **automated vehicle location** (both 6%) being most commonly deployed.



Reports, data, and more available now!
Go to: www.itskrs.its.dot.gov/deployment/2023DTS.

U.S Department of Transportation
Intelligent Transportation Systems
Joint Program Office

ITS Deployment Tracking Survey