



SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY SUBCOMMITTEE (SPOTS) MEETING

November 9, 2016
1:00 P.M. – 2:15 P.M.
Conference Call Only

ATTENDANCE:

Curt McCullough – City of Fairfax
Amy McElwain – VDOT
Andrew Meese – COG/TPB
Sree Nampoothiri – NVTA
Jean Yves Point-du-Jour – MDSHA
Tom Scherer – Arlington County
Daivamani Sivasailam – COG/TPB
Marco Trigueros – COG/TPB

MEETING NOTES

1. WELCOME AND INTRODUCTIONS

Participants introduced themselves.

2. OUTCOMES OF THE TRANSPORTATION PLANNING BOARD CONFERENCE “CHAMPIONING TRAFFIC INCIDENT MANAGEMENT IN THE NATIONAL CAPITAL REGION”

Mr. Meese briefed the group on the discussions that took place in the TPB’s traffic incident management conference held on November 2nd. All the materials are posted in the COG website. There were about 50 attendees from a variety of agencies – DOTs, NPS, local agencies, and state and local police. The first panel consisted of local agencies highlighting their existing practices. The second panel included participants who discussed examples from across the country. Brian Hoef, director of the Regional Transportation Commission (RTC)/Freeway and Arterial System of Transportation (FAST) in Southern Nevada, talked about the way that they use data to evaluate and improve their processes. John Ward, Deputy Executive Director of the Delaware Valley Regional Planning Commission, talked about their experience with coordinating TIM efforts at the regional level with dedicated funding to the MPO. Joey Sagal talked about his experience in the federal government with an example of how an incident in Seattle illustrated the importance of having and following TIM plans. The last panel focused on opportunities in the region including: ways to improve responders’ ability to reach incidents; regional coordination in TIM training and “self-assessments”; expanding the number of agencies using RITIS; expanding the Potomac River Bridges Towing Compact to include more bridges; expanding the number local agencies sharing automate computer dispatch data.

3. UPDATE ON COG'S CLIMATE, ENERGY, AND ENVIRONMENTAL POLICY COMMITTEE'S (CEEPC) ACTION PLAN AND MULTI-SECTOR WORKING GROUP (MSWG) ACTIVITIES

Mr. Sivasailam briefed the group on the recent activities of CEEPC and MSWG. These committees were created by the COG Board to identify strategies to reduce GHG by 80% from 2005 level by 2050. There is a meeting planned for December 2nd as part of their effort to update their action plan to review the strategies to be included in the report. The memo provided shows the draft list of strategies for both short and long term – if any SPOTS member is interested in commenting, the meeting on December 2nd is the best opportunity. Staff will work with Mr. Point-du-Jour to review the strategies prior to the December 2nd meeting. The group discussed some new initiatives that may not have made it to the list yet: use of new data sources, ICM along I-66, parking information, dynamic telecommuting.

4. PREPARING FOR A NEXT ANALYSIS OF THE TRANSPORTATION IMPACTS OF WMATA'S SAFETRACK PROGRAM ACTIVITIES

Mr. Meese briefed the group on the analysis underway to analyze the impacts of SafeTrack program activities. The effort will begin after the end of Surge 10 on November 22nd. It will include: regional and local traffic congestion, transit usage, traffic counts, bike counts, and bikeshare usage. Any ideas on other data or analysis can be addressed to Mr. Meese. The draft report is anticipated for January.

5. BRIEFING ON FHWA EVERYDAY COUNTS 4 (EDC-4) BALTIMORE SUMMIT

Mr. Sivasailam briefed the group on the EDC-4 summit in Baltimore. Staff from agencies across the region (which included Maryland and DC but not Virginia) attended the conference organized by FHWA. They highlighted eleven innovations that FHWA promotes and provides assistance in their implementation. The session on automated traffic signal data collection uses detectors to evaluate operations at an intersection. The session on TIM data evaluation focused on improving incident management with the example of Arizona. The session on weather data showed how maintenance vehicles can report and share weather and roadway information in real time. In the data-drive safety analysis, presenters described how FHWA and state agencies partnered to implement the Highway Safety Manual. Mr. Point-du-Jour noted that SHA has recently created an HSM implementation team. In the Safe Transportation for Every Pedestrian, George Branyan of DDOT talked about the research they use to determine what treatment would be best to address pedestrian safety issues across the District.

6. OTHER BUSINESS

The group discussed the scheduling of the next SPOTS meeting. The group agreed to reschedule for December 7th.

7. ADJOURN

The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. For more information, visit: www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)