

# National Capital Region Transportation Planning Board

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## Meeting Notes

### MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE AND MOITS TECHNICAL SUBCOMMITTEE

**DATE:** Tuesday, February 8, 2011

**TIME:** 12:30 PM

**PLACE:** COG, First Floor, Meeting Room 1

**CHAIRS:** Hon. David Snyder, City of Falls Church, Chair, Policy Task Force  
Sean Kennedy, Washington Metropolitan Area Transit Authority,  
Chair, Technical Committee

#### **Attendance:**

Jeff Adler, Open Roads Consulting  
Patrick Chung, KCI Technologies, Inc.  
Hubert Clay, Delcan Corp.  
John Contestabile, John Hopkins University Applied Physics Laboratory  
Andrea Dawood, Alexandria Transit Company (DASH)  
Michael Harris, Virginia DRPT  
Warren Henry, Jacobs Engineering/MSHA  
Warren Hughes, VHB  
Taran Hutchinson, MATOC  
Ndanaan Jallow, WMATA  
Sean Kennedy, WMATA  
Steve Kuciemba, Parsons Brinkerhoff  
Mike Lambert, VHB  
Greg McFarland, Northern Virginia Transportation Commission  
Mark Miller, WMATA  
Frank Mirack, FHWA DC Division  
Jean Yves Point-du-Jour, MSHA  
Rich Roisman, VHB  
Greg Williams, Joint Forces HQ National Capital Region  
Robert M. Winick, Motion Maps LLC  
James Witherspoon, VDOT

#### COG Staff Attendance:

Ron Kirby  
Andrew Meese  
Patrick Powell  
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## **MOITS Policy Task Force and Technical Subcommittee**

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### **Actions:**

#### **1. Welcome and Review of Notes from the December 14, 2010 MOITS Joint Meeting**

Participants introduced themselves. Notes from the December MOITS meeting were approved.

#### **2. Update on the Metropolitan Area Transportation Operations Coordination (MATOC) Program and Related Activities**

Mr. Powell briefly reported the status of the RESF-1 Transportation Committee. The group planned to meet on Friday February 11 and the CAOs and the SPG planned to meet in the first week of March in response to the delayed federal budget and to discuss the UASI projects selection.

Mr. Contestabile of the John Hopkins University Applied Physics Laboratory (APL) briefly introduced two APL projects that were of interest of the MOITS and RESF-1 committees. One was the traffic camera video integration/sharing project among VDOT, DDOT and MSHA that would be completed by May. The other was the Real Time Evacuation Planning Model (RTEPM) that utilized both real-time traffic data and census data.

Mr. Hutchinson made a presentation about the current status of the MATOC operations and the experience during the January 26-27 winter storm. MATOC expanded normal operation hours (4:30 AM – 8:00 PM) to full 24/7 coverage, provided hourly situational awareness reports, coordinated with other agencies, and monitored COG snow conference calls and Regional Transit Operators Group conference calls during the winter storm. In general, systems that MATOC monitored (RITIS, CapWIN and WebEOC) performed as they were designed. On the other hand, traffic operations centers could get overwhelmed with high volumes of incidents and calls. Utility outages and weather conditions limited what could be seen with CCTV coverage and it was more difficult to monitor conditions of roadways not covered by state DOT systems (e.g. Federal Parkways). Although MATOC fulfilled its current role in providing situational awareness to agencies, information provision to the public was a significant issue in this storm, which could be partially addressed by the provision of future funding. MATOC planned to launch a public website providing timely traveler information and smart-phone application downloads in the future.

Mr. Meese continued the presentation by briefly mentioning MATOC future work activities and the need of sustainable funding from stakeholders. He recommended the involvement of MATOC staff for a unified COG after-action analysis. At the end, Mr. Meese showed several slides of the I-95 Corridor Coalition/INRIX data analysis results, such as a regional comparison of travel time index (= actual travel time / free flow travel time) during the winter storm to average conditions and speed comparisons at several specific locations. The analysis revealed that the total congestion of the data covered roads during the winter storm increased by almost 4 times from normal conditions. Mr. Miller commented on the pattern of travel time index by pointing out that the peak PM rush hour of Wednesday on highways was not advanced as what was observed on the rail system where the peak hour was two hours earlier than the usual. Mr. Kirby suggested that the INRIX data analysis results were informative and recommended for a presentation on the February TPB Board Meeting.

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Participants had a discussion on what have been done and could have been done in response to the January 26-27 winter storm. Discussants tend to agree that the weather service did a good job in forecasting what would happen while the highway transportation side did not track the weather forecasting close enough to make timely decisions. This partially was due to the fact that the weather service had false forecasts in the past. Many workers received “liberal leave” announcement on Wednesday but a lot of them chose not to leave until the abrupt weather changes when it was too late. The MATOC program was designed for information sharing, which was performed well, other than decision making, and the timing of decision making was extremely important in incidents like this winter storm.

### **3. Briefing on the Regional Bus Priority Treatment Guidelines Report**

Mr. Roisman made a presentation on the Bus Priority Treatment Guidelines that was developed by VHB for COG. The Guidelines were released on December 31, 2010 and available on the COG website. In 2008, WMATA developed the Priority Corridor Network (PCN) which included 24 regional priority metro bus corridors. In 2010, the TPB received \$58 TIGER grant and 15 of the 24 PCN corridors were funded. The Guidelines aimed to provide a common reference for the region, collect and disseminate information on feasible bus priority strategies, and foster coordination between transit operators and roadway owners or traffic agencies. This document provided examples of priority bus treatments, including running way, bus stop, transit signal priority, queue jump, crosswalk, sidewalk and bus shelter treatments. Mr. Roisman highlighted the transit signal priority treatment as this was of particular interest of the MOITS committee.

Mr. Kirby complimented on the document and welcomed further discussions on the priority bus subject. In addition to the TPB Technical Committee, he also suggested that the TPB board could also be briefed on this document. In response to a question, Mr. Roisman mentioned that the Guidelines did not consider any treatment on freeways for a number of reasons such as public acceptance and safety issues.

### **4. Briefing on MOITS-Related Tasks in the Draft FY2012 COG/TPB Unified Planning Work Program (UPWP)**

Mr. Meese distributed handouts of the MOITS portion of the Draft FY 2012 COG/TPB Unified Planning Work Program (UPWP) and briefly introduced the proposed MOITS work activities. He highlighted the Congestion Management Process (CMP) webpage that would be updated periodically and review recent information on congestion and incidents on the region’s transportation systems with a “dashboard” of key performance indicators. He also highlighted the proposed study of identifying truly “regional” (including not only metro bus but also local bus services) hot spots for priority bus improvements.

In order to more efficiently utilize meeting time, Mr. Meese proposed the MOITS committee to meet regularly on odd months starting from March, 2011 while hold meetings on an as-needed basis for other times. Participants agreed to try out this new meeting schedule.