

# 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, September 11, 2012

**TIME:** 12:30 PM

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

**CHAIRS:** Hon. David Snyder, City of Falls Church, Chair, Policy Task Force  
Jean Yves Point-du-Jour, Maryland State Highway Administration,  
Chair, Technical Committee

**Attendance:**

Shahid Abbas, Arlington County  
James Austrich, Parsons Brinkerhoff  
Tad Borkowski, Fairfax County Department of Transportation  
James Cheeks, DDOT  
Melissa Chow, WMATA  
Scott Cowherd, VDOT  
Gary Euler, Parsons Brinkerhoff  
Glenn Havinoviski, Iteris  
Warren Henry, Jacobs Engineering/MSHA  
Taran Hutchinson, MATOC  
Ndanaan Jallow, WMATA  
Ling Li, VDOT  
Curt McCullough, City of Fairfax (phone)  
Amy Tang McElwain, VDOT  
Jean Yves Point-du-Jour, MD SHA  
Joseph Sagal, MSHA (phone)  
Tom Sherer, Arlington County DES  
Bob Souza, VDOT  
Joel Ticatch, Televent, Inc.  
Greg Williams, Joint Forces HQ National Capital Region  
Dwight Wright, Televent, Inc.

COG Staff Attendance:

Andrew Meese  
Erin Morrow  
Wenjing Pu  
Huijing Qiang  
Eric Randall  
Betsy Self  
Daivamani Sivasailam

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the September 11, 2012 Joint Meeting

Page 2 of 6

### **Actions:**

#### **Item 1: Welcome and Review of Notes from the June 10, 2012 MOITS Joint Meeting**

Participants introduced themselves. Notes from the July MOITS meeting were distributed. There were no comments on the meeting notes.

#### **Item 2: Coordination Updates**

##### **a. Traffic Signals Subcommittee Update**

Ms. Li and Mr. Qiang briefed the group on the activities of the Traffic Signals Subcommittee that met immediately before the MOITS Subcommittee meeting. The Subcommittee has focused on responding to the recommendation in the IMR report to survey and plan for traffic signal power back-ups in the region. A total of three surveys have been sent to agencies that own traffic signals. The first two (December 2011 and June 2012) focused specifically on power back-ups for traffic signals. The region showed progress in increasing or making plans to acquire the additional equipment necessary to increase the number of traffic signals with back-up power. It is planned to repeat this survey every six months. The Subcommittee also sent out a survey focusing impacts from the June 29<sup>th</sup> derecho storm. A summary of those findings will be prepared and presented at the next IMR committee meeting. There was a save-the-date announcement for the Regional Traffic Signal Forum on November 7<sup>th</sup> at the Maritime Institute in Linthicum, Maryland. Mr. Point-du-Jour noted that beginning on October 1<sup>st</sup>, in Maryland, dark intersections will be treated as four-way stops.

##### **b. Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee Update**

Ms. Self reported. She reminded the subcommittee that four projects were discussed for support and were submitted for UASI funding on July 20<sup>th</sup>. Two projects (cameras that would require historical preservation of the sites, and evacuation and support trailers) were deemed not appropriate due to funding timeframe for project completion. Two of the projects were selected for funding. The first selected project is an evacuation planning annex at the University of Maryland that will receive \$50,000. The second project, which receives \$300,000, consists of CCTV cameras to assist with evacuations or emergency operations. The applications were approved on August 8<sup>th</sup>. The funds should be available to MD SHA (the sponsor for both projects) within the next few months. There were questions about the next funding cycle. Ms. Self said that the next cycle begins early next year. RESF-1 is already working to put together a database with potential projects and suggestions are welcome. Ms. McElwain suggested that RESF-1 look at the MOITS strategic plan for possible projects and that she is working on a list of Virginia projects to submit.

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the September 11, 2012 Joint Meeting

Page 3 of 6

### **c. Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities**

Mr. Hutchinson reported. The MATOC severe weather group was to resume meeting this month. RITIS recently had a big upgrade in late August and with more data sets, including a new transit layer with AVL data for buses in Arlington and Montgomery Counties, and a point of interest search. The Montgomery and Prince George's County cameras are now on board. The next set will likely be DDOT cameras, with Virginia cameras hopefully coming in the future. Earlier this week, MATOC received RITIS data for the District of Columbia and the arterials in Montgomery County. There was now a customized routing feature. The weather layer was also enhanced and includes flooding. There has been a lot of interest in using RITIS from emergency managers, and MATOC representatives have been training agency representatives on how they can use RITIS. There was an upcoming RITIS session scheduled with VDEM, and Mr. Hutchinson was requested to share the materials from that session. The MATOC Steering Committee had requested a recommendation from MATOC staff on its role for the presidential inauguration, which was to be discussed at the next Steering Committee meeting in October.

### **Item 3: Briefing on the VDOT Transportation, Video, and Data Distribution Services (TV&D) Contract Program**

Mr. Cowherd spoke to a PowerPoint presentation as he briefed MOITS on the new VDOT system for distributing transportation video and data to outside entities. This is the fourth generation of upgrades to VDOT's 511 program. Previously VDOT did not have enough funding to identify what potential users wanted from the 511 program. For this upgrade, focus groups and surveys were conducted in the Hampton Roads, Northern Virginia, and Roanoke areas. One of the findings from the outreach was that people felt that VDOT should be the source for traffic information. Another finding was that when people were shown an example of one of the 161 VDOT 511 signs that are along highways, people thought that the word "travel" referred to information such as lodging rather than traffic. Based on that finding, VDOT received permission from FHWA to change the word on the sign from "travel" to "traffic."

Since January, VDOT has purchased INRIX statewide data and has that data publicly available for all of the interstates and six other major routes, and is looking at the reliability of data for other routes to add to the system as it grows. ITERIS was awarded the primary contract for this work and data supporting Reach the Beach (Virginia Beach) was added to the scope. All of these upgrades were launched for Memorial Day weekend.

The new system offers 15 frames per second streaming video feed, which is an upgrade over the JPEG files in the previous version. This information is free to the public. The original contract had separate contracts for phone, camera, and website components of the 511 program. All of it is now under one management team as is the data distribution. To offset costs, VDOT approved sponsorships for the 511 program. The main business plan is to double the 161 signs on the main routes, add signs on some arterial routes, and to offset those costs through sponsorship.

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the September 11, 2012 Joint Meeting

Page 4 of 6

Some of the new upgrades to the phone system include breaking long roads into segments; for example, I-81 is now broken up into 5 segments and a caller providing a mile marker will get travel time for that segment instead of the entire route. There is also directional information. On the website, the map was moved to the first page and it was changed to a Google map which can have many layers including over 700 live streaming video cameras. Based on the survey responses, a mobile app was developed for smartphones. Video distribution to the media now has attribution to coincide with the awareness that they wanted to make for VDOT so that the public would realize that the information provided is good, valid information. They are working with current and potential third party distributors such as TrafficLand so that they can remain a third-party distributor of the VDOT video data under the new system. There are software and video sharing agreements on the website.

Mr. Cowherd showed snapshots of the website. The homepage was redesigned with the information that VDOT found most people were looking for. The latest 20 traffic alert updates are on the homepage including travel time and actual travel speeds. Active DNS messages in real-time, work zones, and the aforementioned upgraded 15 frames per second video feeds from over 700 cameras are some of the data available on the map. There is a link for the Reach the Beach information for Virginia Beach and the Outer Banks Expressway. For some of the routes where it was believed that INRIX data was not sufficient, Bluetooth data was added. There was a question about the sign placement in the middle of the road and whether a lane would need to be shut down to fix the device. It was clarified that signs are not overhead, but rather in the center median.

The mobile app allows users to set a radius to show roadways and select favorite routes. The app allows the driver to set a trip before driving and then the app will speak all of the alerts and travel times within the selected radius.

Mr. Cowherd showed an example of a portal on the website which is available to partners, such as first responders, that can be set up to show the information that they need while handling incidents. If there is a sensitive situation, such as the president traveling, the newsrooms site goes down, but the partners' site stays up.

He was asked if a first responder could take control of the camera to look at a nearby location. He responded that the cameras were controlled by the TOC. He was asked whether the 511 app has anything that discourages people from using the mobile app while driving. He responded that there is a disclaimer to which users have to agree stating that they will not use the app while driving. It was noted that the City of Fairfax and Arlington County are working to get their cameras included in the system. There was a question about the ability of outside users to take data from VDOT and use it in other forms. The data and camera sharing agreements are set up the same way. There is an end-user agreement which states that someone can use the data for their own purposes, but not redistribute it. There is a cost for redistributors such as NAVTEQ and TrafficLand. VDOT is developing an agreement for out-of-state users such as University of Maryland. There was a question on whether there is archived data available and how data is shared from a technical standpoint. Users are given an IP address to log into with a unique account number from ITERIS. Data will not be archived. RITIS will be the source for archived travel time data. There was a question as to whether there is transit data in 511. The transit data in the system is static

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the September 11, 2012 Joint Meeting

Page 5 of 6

information. There was a question about the data coverage from INRIX. VDOT has statewide data, but is only using six arterial routes outside of the interstates that VDOT feels have good and reliable data. They are evaluating other arterial routes, many in Northern Virginia, to add to the site.

### **Item 4: Briefing on the VDOT Integrated Corridor Management System (ICMS) Development**

Mr. Havinovski spoke to a PowerPoint presentation as a follow-up to the briefing provided at the March 2012 MOITS meeting. Work began on the ICM project approximately a year ago on the I-95 corridor from Spotsylvania County to the 14<sup>th</sup> Street Bridge, divided into three segments. The major work of the project has been to first identify the low-hanging fruit in travel demand management and performance management and then to look at more complex multi-modal applications.

Using data received from COG/TPB, it was determined that 75% of the morning peak period trips are from the Occoquan and south and that is where the largest possibility for getting people to shift their travel mode or time of travel lies. The emphasis areas for the project are travel information-related packages (which include building on 511 and current rideshare initiatives) and operations-related packages. The traveler-information related packages include integrated single information gateway, kiosks, expanded multi-modal and parking information, and personalized multimodal real-time trip planning. The operations-related packages included multi-modal and parking information systems, arterial enhanced signal operations, freeway active traffic management, and ICM central systems. Both the traveler information-related packages and the operations-related packages were evaluated by how well they achieved the TDM goals (both direct and indirect benefits) of increased carpooling, increased dynamic rideshare, increased transit use, and changing time of travel.

The benefits calculated for the ICM projects were compared to signal upgrades/transit signal priority, hard shoulder running, and ramp metering. The hard shoulder running project which begins at the end of the I-95 HOV lanes was identified as being HOV2+. He was asked if that would be confusing because the I-95 HOV lanes are HOV3+. He responded that it was possible that the policy could change and once the HOV lanes are converted to HOT lanes, SOV drivers paying to drive in the HOT lanes would have to move. He noted that Minnesota charges for hard shoulder running.

Segment 2 from Triangle to Springfield potentially has the most influence in travel choices, especially with respect to park-and-ride, ramp metering, and travel time information.

He was asked about the status for individual projects. Individual scopes of work and cost analyses are being developed. The final concept and deployment plan have been completed and are being revisited based on comments. A high level deployment plan has been released. There were questions about how work on this project interfaced with the military bases in the corridor. Mr. Havinovski responded that there were meetings with representatives from the military. There are challenges with employing dynamic rideshare because drivers need to pre-identify passengers in their vehicles due to security requirements. The military base representatives did indicate that they are interested in receiving more information. A question was asked if other businesses were integrated into the project. Mr. Havinovski responded that one of the stakeholders in the project is the Dulles TMA. Carpooling and rideshare changes depend on working with employers in TMA's.

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the September 11, 2012 Joint Meeting

Page 6 of 6

If VDOT can get employers to participate as multimodal information is being developed, there could be a massive benefit.

### **Item 5: Introductory Briefing on the TPB Proposed Task Force and Work Plan for an Assessment of Bus On Shoulder Feasibility in the Washington Region.**

Mr. Randall distributed a memorandum that was included in the mail-out for the September TPB meeting. At the July meeting, TPB members expressed an interest in studying Bus on Shoulder (BOS) operations. The memo lists proposed members for a task force, chaired by Ms. Carol Krimm and Mr. Chris Zimmerman, and a proposed work plan to study the feasibility of BOS in the National Capital region. The task force will hold at least three meetings to discuss the three major tasks proposed in the work plan. The first task is to summarize current and previous BOS experience in the region including an overview of safety, roadway engineering, emergency service, and bus service operations aspects. National experience with BOS will also be reviewed including federal regulations and requirements for requesting design exceptions. The second task is an assessment of the feasibility of BOS at specific locations in potential corridors identified by stakeholder agencies. The third task will be an analysis of the feasibility of three to four potential corridors/routes identified in the second task. A final presentation is due to the TPB in May 2012. The first meeting of the task force will be held at 10 am on October 17<sup>th</sup>, prior to the TPB meeting. Mr. Randall said that MOITS will receive updates on developments with the task force and he will be looking in to coordinating with the Virginia ICM project work.

### **Item 6: Update on the Draft 2012 Congestion Management Process (CMP) Technical Report**

Mr. Pu briefed the Subcommittee on the status of the 2012 CMP Technical Report. The draft report was presented to the MOITS Subcommittee in June and comments received were documented in a memorandum and addressed in the draft report and presented in July. The draft report has also been presented to the Commuter Connections and Travel Forecasting Subcommittees. A presentation on the draft report was on the TPB Technical Committee agenda the previous week, but due to lack of time, that item was postponed until October and the deadline to finalize the report is now November. Additionally, staff now has access to full coverage of INRIX real-time data for the National Capital Region. In the coming months, it is expected that archived data dating back to January 2009 will be available for the entire region.

### **Item 7: Other Business**

Mr. Meese announced that the next meeting would feature a presentation on DDOT's wireless traffic detection system. Ms. McElwain asked if a presentation by Arlington County on its ITS work could be considered for a future meeting.

### **Item 8: Adjourn**

The next meeting was scheduled on Tuesday, October 9 at 12:30 pm in COG Meeting Room 1 [later cancelled due to scheduling issues].