

# Briefing on Management, Operations, and ITS (MOITS) Planning Activities at COG/TPB

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National Capital Region Transportation Planning Board

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# MOITS

- MAP-21 definition of Regional Transportation Systems Management and Operations (RTSMO):
  - *Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, crossjurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system*
- Consistent with the long-held core missions of the MOITS committees:
  - Advise the TPB on transportation management, operations, and technology
  - Serve as a forum for information exchange on these topics among members

# History of MOITS

- Began in January 1997 as the ITS Task Force
- 1999: Expanded into Policy and Technical Task Forces
  - Because of budgetary discussions with policy implications (earmark funding)
- 2001 (pre-9/11): Added management and operations focus
- 2001-2006: Post-9/11 emergency planning focus
  - Met jointly with or in lieu of a separate emergency transportation committee (RESF-1)
- 2006: Separate RESF-1 committee was permanently established
- 2007: MOITS Technical Task Force became a standing subcommittee of the TPB
- 2008: Official formation of the “MATOC Program” independent of MOITS – real-time regional coordination
- 2009: Formation of MATOC Subcommittees to look at regional operations issues (separate from metropolitan planning issues)

# MOITS-Related Committees

- TPB Committee Structure
  - Management Operations, and Intelligent Transportation Systems Planning (MOITS) Policy Task Force
  - MOITS Technical Subcommittee
    - Regional ITS Architecture Subcommittee
    - Traffic Signals Subcommittee
  - Transportation Safety Subcommittee
- COG Public Safety Committee Structure
  - Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee
- Metropolitan Area Transportation Operations Coordination Program (MATOC) – External to COG/TPB
  - MATOC Steering Committee
  - MATOC Subcommittees
    - Roadway Operations Subcommittee
    - Transit Task Force
    - Severe Weather Work Group
    - Information Systems Subcommittee



# Comparative Committee Activities

|                            | <b>MOITS</b>  | <b>MATOC</b>  | <b>RESF-1</b><br>Emergency Transportation Committee   |
|----------------------------|---|---|---|
| <b>REPORTING</b>           | Advisory subcommittee to the <b>MPO</b> (TPB)   | <b>Independent</b> organization with its own Steering Committee made up of state DOTs, WMATA (external to the MPO)                                  | Advisory subcommittee to the <b>COG Board</b> / public safety committee structure (not MPO/TPB)   |
| <b>COMMITTEE STRUCTURE</b> | Reports up to <b>TPB Technical Committee</b> ; supported by Traffic Signals, ITS Architecture, and Traveler Information Subcommittees | <b>MATOC Steering Committee</b> (DDOT, MDOT, VDOT, WMATA); supported by Subcommittees on Operations, Transit, Severe Weather, & Information Systems | Reports to <b>COG Public Safety Policy Committee</b> ; coordination as necessary with parallel RESF committees (RESF-2 through RESF-16) |
| <b>TOPIC AREAS</b>         | MOITS considerations in regional <b>long-range transportation planning</b> ; planning for non-emergency transportation operations     | <b>Current interagency coordination</b> on transportation operations, incidents, & related information sharing/traveler information                 | Provide transportation sector input to the regional catastrophic <b>emergency planning process</b> and DHS-driven requirements          |

# MOITS-Related Tasks in the TPB Unified Planning Work Program

## **2. COORDINATION AND PROGRAMS**

A. Congestion Management Process

B. Management, Operations, and ITS Planning

C. Emergency Preparedness Planning

I. MATOC Program Planning Support

## **5. TRAVEL MONITORING**

B. Congestion Monitoring and Analysis

# 2.A. Congestion Management Process (CMP)

- Summary:
  - Systematic management of traffic congestion and provision of information on system performance
  - Federally required component of metropolitan planning
- Highlight:
  - Compilation and analysis of INRIX speed data, with full regional availability
- New/changed:
  - Update of the CMP Technical Report for 2014 (2-year cycle)
  - Enhanced focus on supporting MAP-21 congestion-related performance measurement
- RBS tie-ins:
  - CMP compiles available transit congestion information
  - Trying to improve understanding of congestion on non-freeway arterial roadways (where most bus routes are located)
    - Provided information for Bus Hot Spots Study in 2012

# CMP Highlight: Congestion Dashboard

- Effort to raise the frequency and visibility of reports on regional congestion
- [www.mwcog.org/congestion](http://www.mwcog.org/congestion)



## Congestion on Freeways Delay in Q4/2011

All time in Q4/2011

**12.3 Hours**

→ **\$237\***

per traveler  
per month  
during Q4/2011



vs. Q4/2010

\*Cost of time = \$19.24/ hour (Derived from TPB model & Travel Survey)

(see p. 3)

## Reliability on Freeways Extra Time for On-Time Arrival\*\* in Q4/2011

AM Peak (6 – 10 AM)

**202%**

of free flow travel time

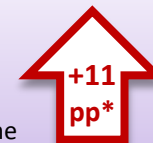


vs. Q4/2010

PM Peak (3 – 7 PM)

**236%**

of free flow travel time



vs. Q4/2010

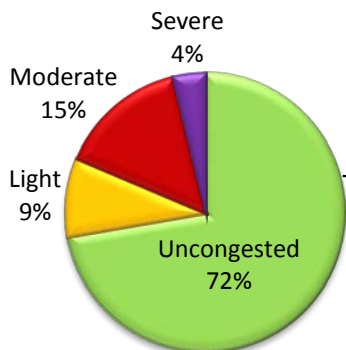
\*pp: percentage points.

\*\*This is compared to free flow travel time. For example, a 20-minute free flow travel with 200% extra time for on-time arrival indicates one has to budget a total of 20 \* 200% = 40 minutes to arrive on time (this measure essentially is Planning Time Index).

(see p. 4)

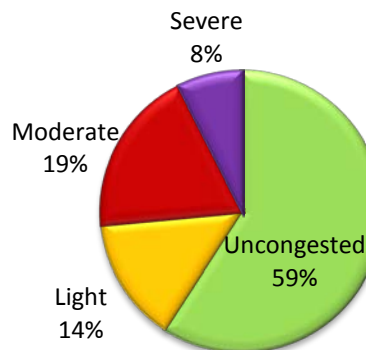
## Percentages of Freeway Lane-Miles by Congestion Level in Q4/2011

AM Peak (6 – 10 AM)



The change of moderate & severe congested lane-miles in Q4/2011 vs. Q4/2010.

PM Peak (3 – 7 PM)



The change of moderate & severe congested lane-miles in Q4/2011 vs. Q4/2010.

| Congestion level | Ratio of experienced travel time to free flow travel time |
|------------------|---|
| Uncongested      | < 1.15  |
| Light            | 1.15 - 1.3  |
| Moderate         | 1.3 - 2   |
| Severe           | > 2   |

(see p. 5, 6 & 7)

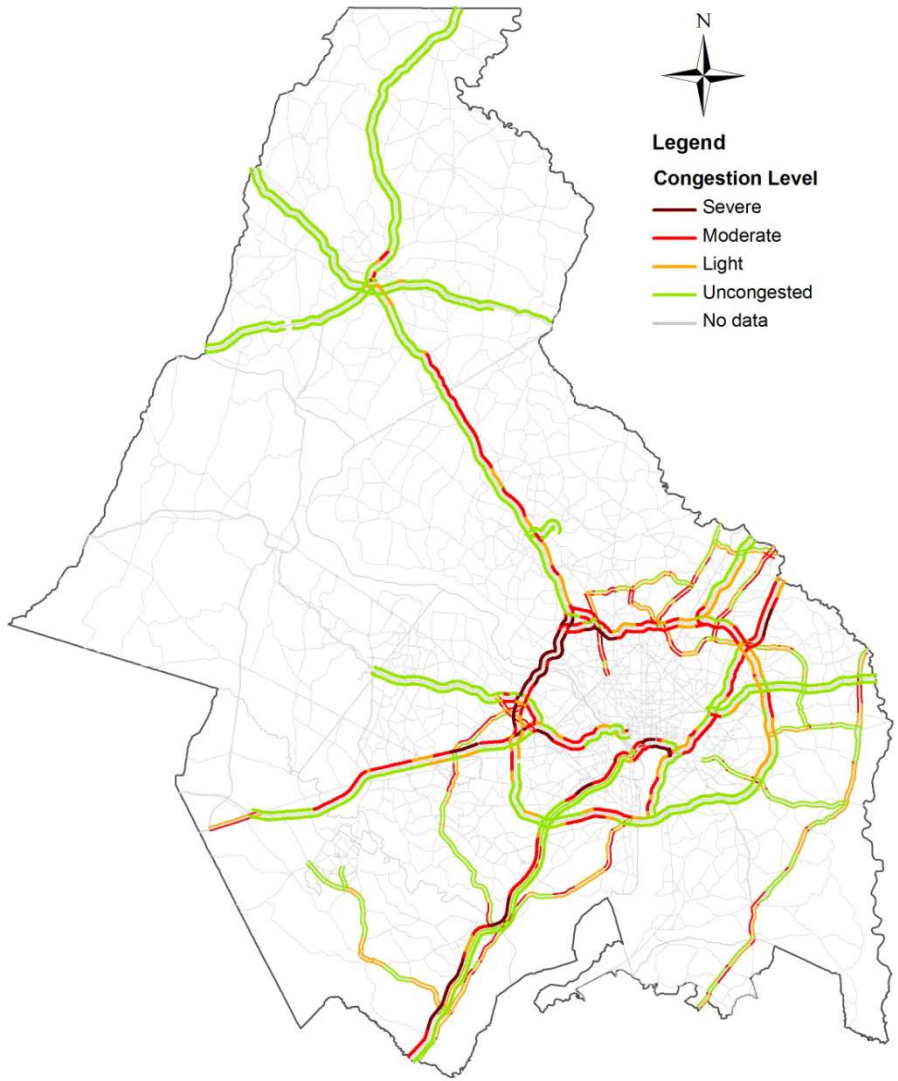
## Spotlight

Traffic on "Black Friday"

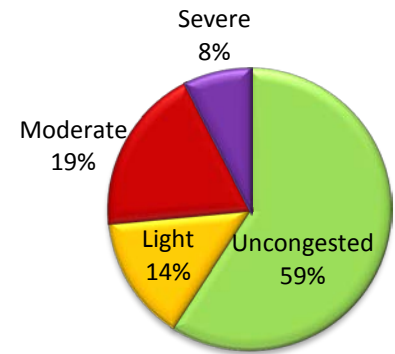
The region's overall freeway traffic was examined for the day after Thanksgiving in the past 4 years and the results revealed significant changes in 2011.

(see p.15)

### Highway Congestion in Q4/2011: PM Peak (3 – 7 PM)



### % of Freeway Lane-Miles by Congestion Level in PM Peak



The change (in %) of moderate and severe congested freeway lane-miles in Q4/2011 compared to Q4/2010. (see p. 7)

Total monitored freeway lane-miles: 2,000.

### Congestion Variation in PM Peak & Historical Comparison



Congestion level is determined by Travel Time Index (TTI): severe:  $TTI \geq 2.00$ , moderate:  $1.30 \leq TTI < 2.00$ , light:  $1.15 \leq TTI < 1.30$ , and uncongested:  $TTI < 1.15$ . Travel time burden is the percentage of additional travel time over and above free flow travel time, i.e.,  $\text{travel time burden} = \frac{\text{actual travel time} - \text{free flow travel time}}{\text{free flow travel time}} * 100\%$ .

## Quarterly Spotlight: Traffic on "Black Friday"

November 25, 2011, the past Black Friday, showed continued evidence of being one of the biggest shopping days of the year, although it remained a work day for many.

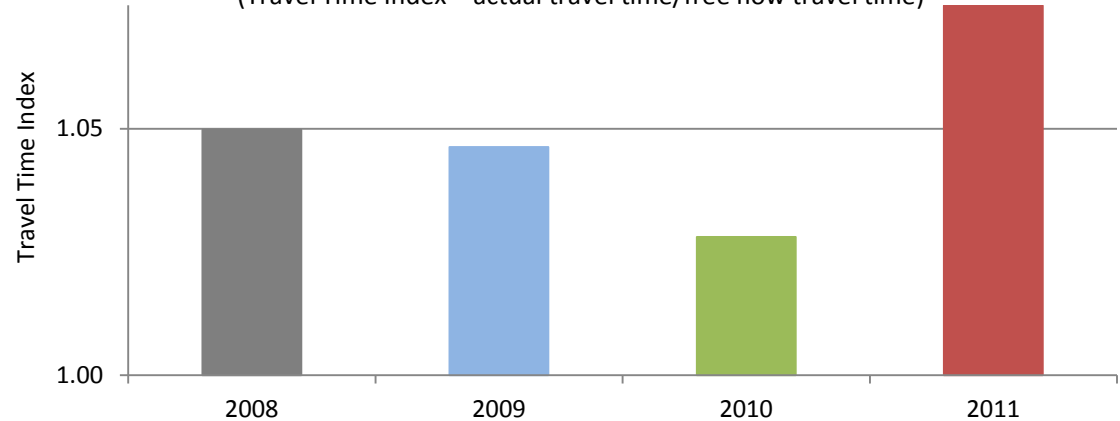
As the National Retail Federation recorded the highest Thanksgiving weekend sales since 2008, this region also experienced the heaviest daily average traffic (upper right chart).

Looked closely, the traffic pattern throughout the past Black Friday also changed significantly from previous years (lower right chart):

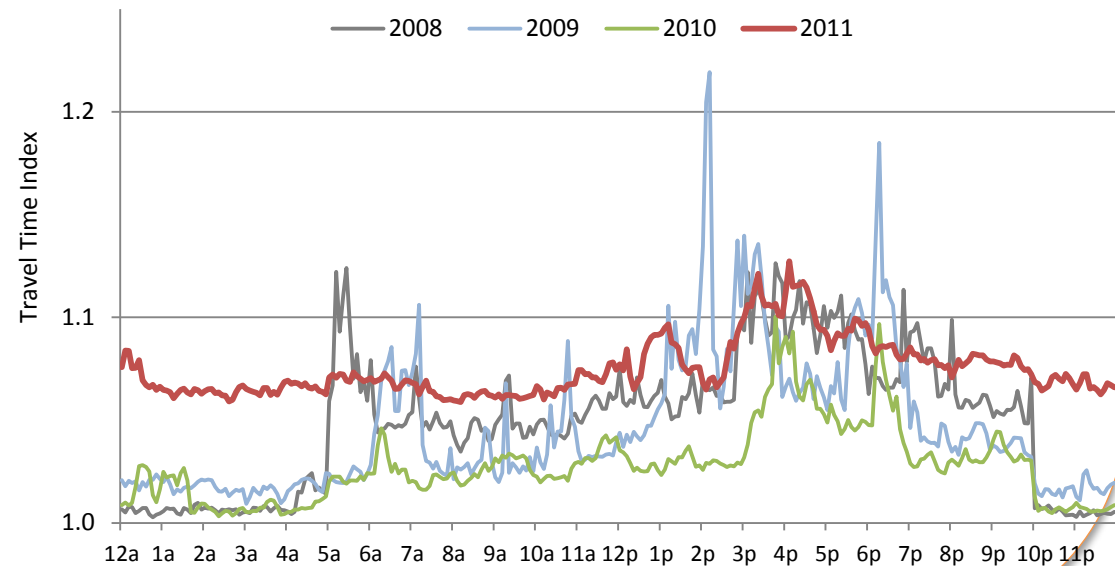
- Overnight traffic was much higher than previous years, perhaps because many retailers kicked off the Black Friday sales before or at midnight.
- Traffic levels were generally higher throughout the day.
- Traffic was more evenly spread throughout the day, in comparison to pronounced peaks and valleys observed in years past.

## Daily Average Travel Time Index on "Black Friday"

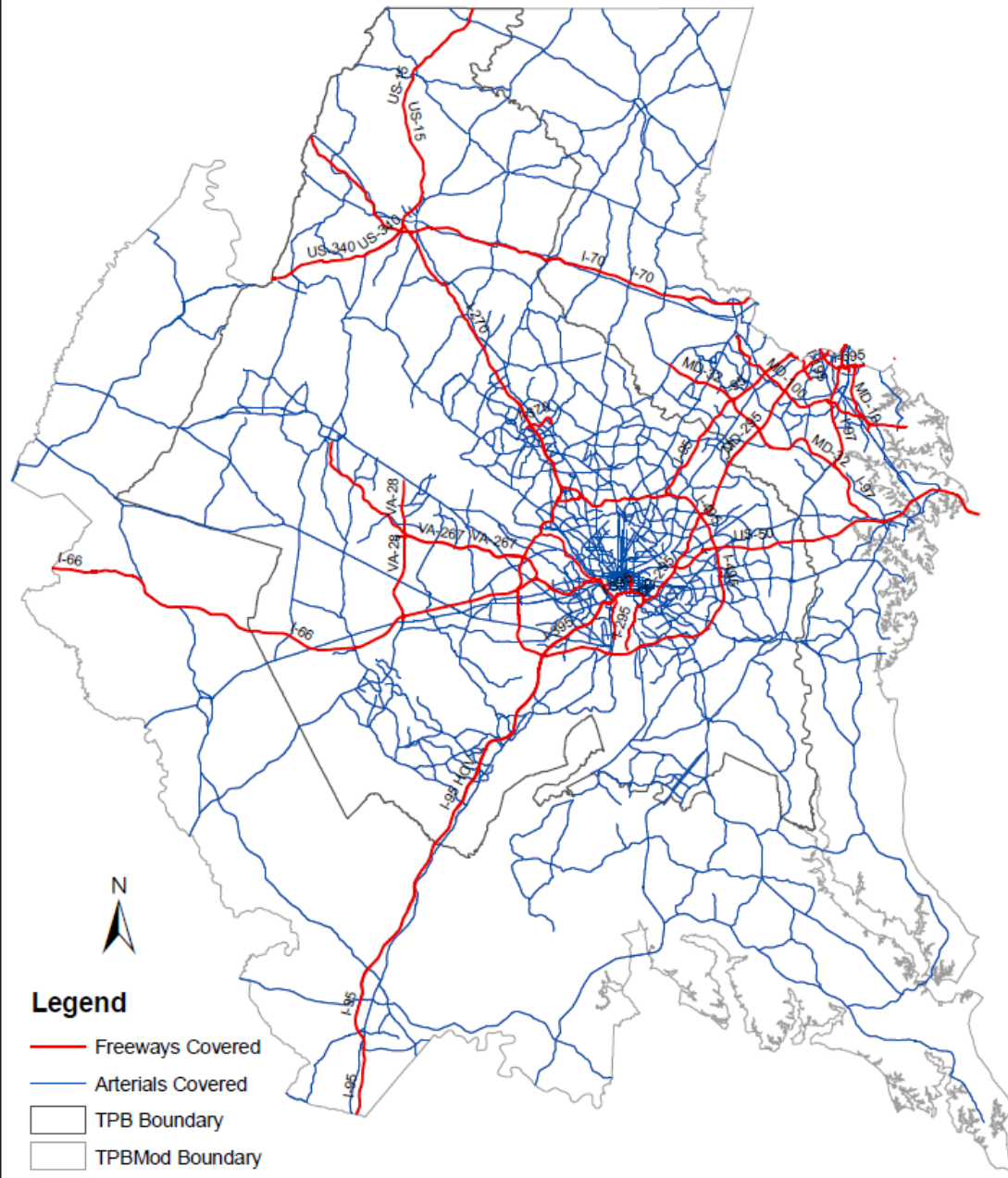
(Travel Time Index = actual travel time/free flow travel time)



## 5-Minute Travel Time Index throughout "Black Friday"



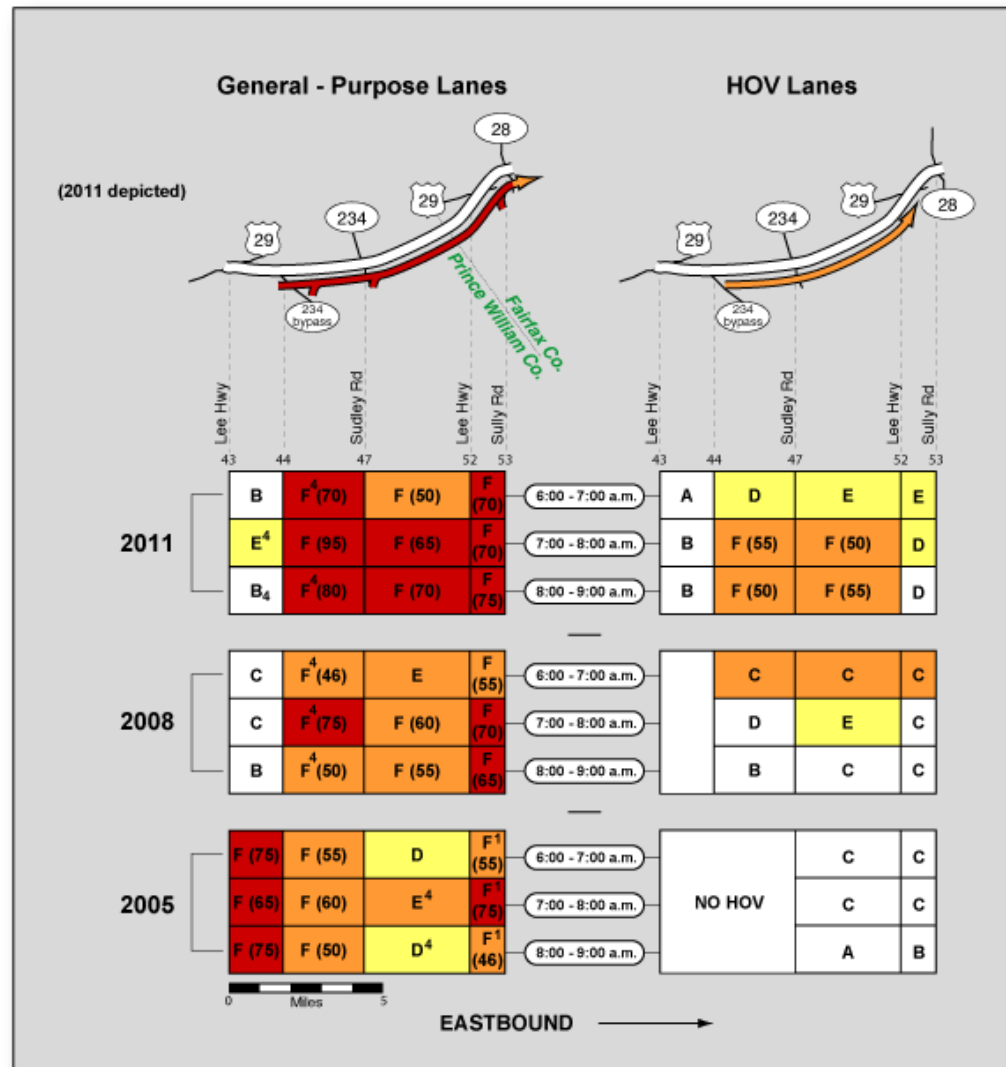
# INRIX Average Speed Data Coverage



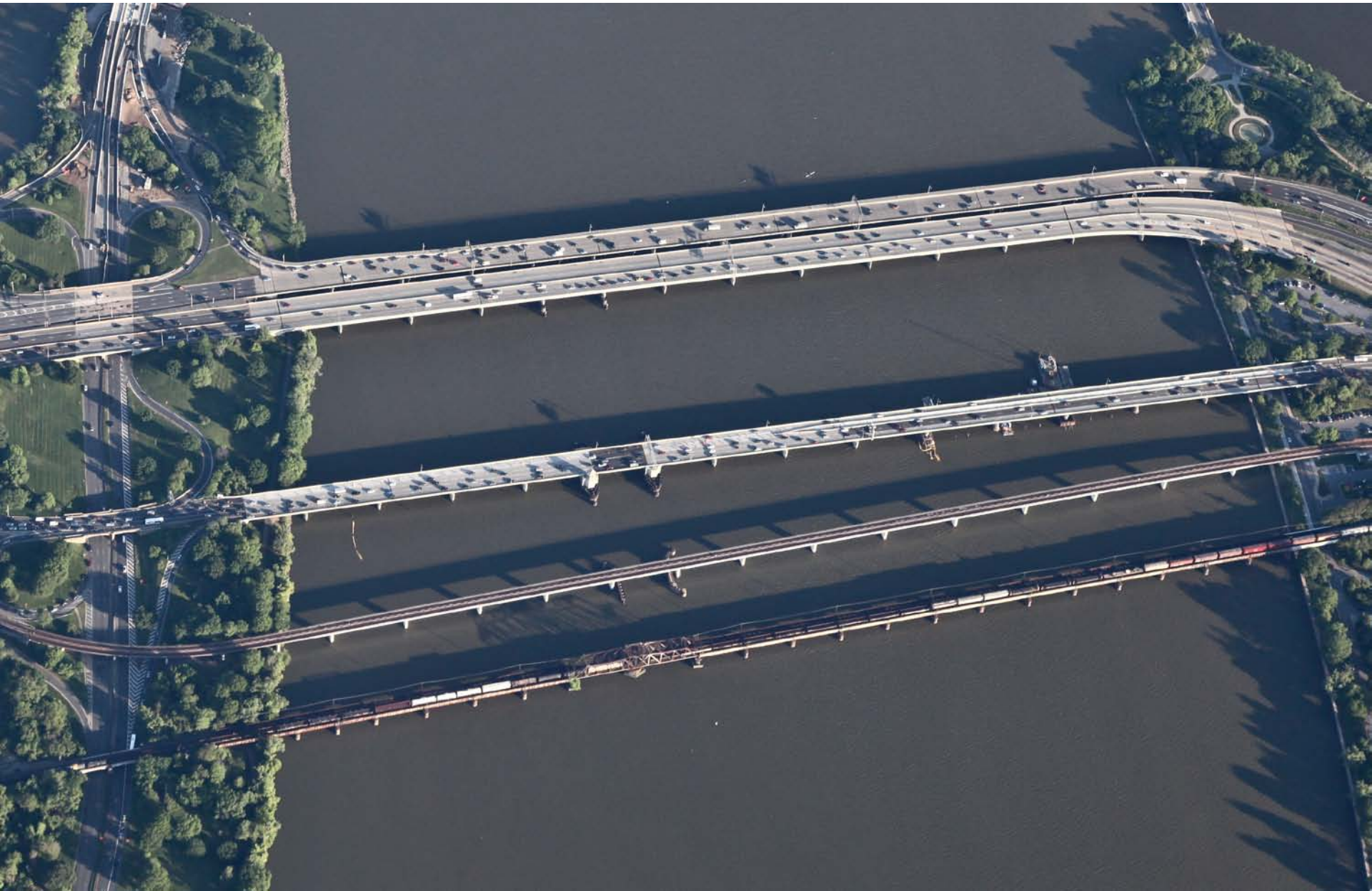
# 5.B. Congestion Monitoring and Analysis

- Summary:
  - Supply data for the Congestion Management Process (CMP) and Models Development
- Highlights:
  - Analyze and support new performance measurement requirements of MAP-21
  - Triennial aerial survey of the region's freeways complements other data sources and provides a valuable photographic record
  - Detailed data analysis in support of CMP on freeways and arterials
- New/changed:
  - Aerial survey in 2014, last undertaken in FY2011
- RBS Tie-In:
  - MAP-21 performance measurement considerations

# Congestion Monitoring and Analysis Highlight: Aerial Photography-Based Analysis (I-66 Example)



# Aerial Photography of Freeways



# 2.B. Management, Operations and ITS (MOITS) Planning

- Summary:
  - Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, crossjurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system (MAP-21 definition)
- Highlights:
  - Regional ITS Architecture – [www.mwcog.org/itsarch](http://www.mwcog.org/itsarch)
  - Traffic signals
  - Long-range planning advice to MATOC Program
- New/changed:
  - Enhanced focus on supporting MAP-21 systems reliability performance measurement
- RBS Tie-ins:
  - Multi-modal transportation operations
  - Transit in Regional ITS Architecture: operations information sharing



# MOITS Highlight: Traffic Signals

- Surveys on power back-up systems for signals
  - Interest from COG Incident Management and Response (IMR) Steering Committee after January 26, 2011 snow/ice storm, as well as the June 29, 2012 Derecho storm
  - Battery-based (instant-on, but limited duration), or generator-ready (must be deployed, but can be refueled indefinitely)
  - TPB staff surveys as of 12/31/11, 6/30/12, and (upcoming) 12/31/12
- Surveys on traffic signal timing/optimization
  - Stemming from 2003 Transportation Emissions Reduction Measure (TERM)
  - January 2013 request by TPB for an update, now underway
- Transit signal prioritization
  - Recent discussions within the TIGER-funded Integrated Regional Bus Priority Project meetings



# 2.C. Transportation Emergency Preparedness Planning

- Summary:
  - UPWP contribution toward transportation sector's role in overall regional emergency preparedness planning
- Highlights:
  - Transportation Regional Emergency Support Function (RESF), one of 16 such functions
  - Transportation participation in the Urban Area Security Initiative (UASI) and other U.S. Department of Homeland Security-driven activities
- New/changed:
  - Benefiting from strengthened MATOC Program and RITIS
  - Emergency Management Agency-related Regional Incident Coordination (RIC) Program
- RBS Tie-In:
  - WMATA, MTA, and other transit agency participation on the RESF-1 Committee
    - Current Chair: Earl Lewis, Maryland MTA

# Transportation Emergency Preparedness Highlight: Virtual Joint Information Center (VJIC)

Capital Region Updates | National Capital Region News and Information - Windows Internet Explorer  
http://www.capitalregionupdates.gov/go/doc/4063/1085979/

File Edit View Favorites Tools Help  
★ Favorites | ★ Google | Suggested Sites | Free AOL & Unlimited Inter... | Free Hotmail | RealPlayer | Web Slice Gallery

Capital Region Updates | Natio...

## National Capital Region

News and Information

Search

NTAS  
NO ACTIVE ALERTS  
www.DHS.gov/alerts

Home Are You Ready? News & Info Contact Us Around the Region About the NCR Disaster Assistance

### Latest News

Feb 11, 2013 3:51:07 PM  
[President Barack Obama's State of the Union Address](#)

Jan 22, 2013 9:14:20 AM  
[Get Ready for Winter Weather This Week](#)

#### Winter Storm Nemo a Good Reminder to Be Prepared

While the National Capital Region was spared from the heavy snowfall from [winter storm Nemo](#), the storm is a good reminder for residents to be prepared for any type of emergency or weather event. Be sure to stay in touch with the [current weather forecast](#), and be sure to [make a kit](#) and be prepared. Contact your local emergency management office for more assistance, or visit the [D.C. Homeland Security and Emergency Management Agency](#), the [Maryland Emergency Management Agency](#) or the [Virginia Department of Emergency Management](#) for more preparedness information.

Washington, DC  
Currently  
**39°F** Partly sunny  
RealFeel®: 28°F  
Winds: W at 18 mph

Your Extended Forecast  
Today 41°/29° Increasing cloudiness  
Tomorrow 39°/36° Overcast, rain  
Saturday 44°/39° Becoming clear  
Sunday 50°/33° Clear to partly cloudy

Radar  
BISPH EST 01-FEB-13  
Columbus Pittsburgh Philadelphia  
Charleston Washington, D.C.  
Lexington Richmond Norfolk  
Winston-Salem

Emergency Alerts Weather Traffic Utilities

Audio Weather Roundup | Audio Forecast | Audio Hazardous Weather | Audio Regional Weather Summary |  
By Phone: Call 202-340-0105

Subscribe to RSS Get Emergency Alerts R-ESF 15 Area Site Map

# 2.1. MATOC Program Planning

- Summary:
  - TPB planning support for the MATOC Program (separate from state DOT MATOC operational support), for MATOC role in regional operations coordination and information sharing
- Highlights:
  - Coordination with Regional Integrated Transportation Information System (RITIS)
  - Coordination with MATOC operations staff, and MATOC committees on roadways, transit, severe weather, and information systems
  - TPB participation on MATOC Steering Committee
- New/changed:
  - Advising continuous improvement to systems and processes
- RBS Tie-In:
  - WMATA membership on MATOC Steering Committee
  - Formerly ad hoc emergency Transit Task Force now under the MATOC umbrella (since 2011); Chair Eric Marx of PRTC; participation by WMATA and local bus agencies

# MATOC Highlight: RITIS



RITIS | Regional Integrated Transportation Information System

https://staging.ritis.org/map/chartVid.html

Vehicle Accident @ SB 495 AT 45.5MM - Event Timeline - Mozilla Firefox

https://timeline.ritis.org/timeline/?incidentId=VDOT\_NOVA\_NOVA1920569

SB 495 AT 45.5MM

Weather Station for 106 HAYMARKET  
Apr 17, 2012 4:15 PM  
Temperature: Air 70°F, Surface 93°F  
Road Surface: Dry  
Visibility: 3.1 MPH  
Precipitation: Rate --, Accumulated Depth --

Collision

Incident 1 of 2  
SB 495 AT 45.5MM  
Start Time: 4/17/2012 4:34 PM  
Lane Status: South

Twinbrook

| Destination | Line | Car | Min |
|-------------|------|-----|-----|
| Glenmont    | M    | 6   | BRD |
| Glenmont    | M    | 2   | 4   |
| Shady Grove | M    | 6   | 5   |
| Glenmont    | M    | 8   | 10  |
| Shady Grove | M    | 6   | 11  |
| Shady Grove | M    | 8   | 16  |

MDOT Detector

I-95 @ MD 32

Direction: North  
Detector Type: Microwave Radar  
Updated: 4/17/2012 4:28 PM  
Avg. Speed: 44 mph  
Ref Speed: 55 mph  
Volume: 503 vehicles per min

Speed Data Volume Data

75 MPH  
70 MPH  
65 MPH  
60 MPH  
55 MPH  
50 MPH  
45 MPH  
40 MPH

120 veh / min  
100 veh / min  
80 veh / min  
60 veh / min  
40 veh / min  
20 veh / min

Road Data

Crain Hwy/Blue Star Memorial Hwy SOUTHBOUND @ McKendree Rd/Cedarville Rd

Length of Segment(miles): 1.689214  
Speed(MPH): 16  
Average Speed(MPH): 32  
Reference Speed(MPH): 55  
Confidence Score: High  
Travel Time(min): 6:21

60 MPH  
50 MPH  
40 MPH  
30 MPH  
20 MPH

low  
moderate

Multiple Incidents in this Area

Unknown Location  
Unknown Location

Road Widening

US-1N north @ MM 167.20  
Start Time: 3/27/2012 11:56 AM  
Description: The left turn lane is closed.  
Lane Status: North

No Associated Media

Route 1 - Jeff Davis Hwy North @ MM 156.0  
DELAYS I-95 S TO EXIT 148  
Updated: 04/17/2012 3:33 PM

Hide Layer List

- Road Weather
- Incidents and Events
- Dynamic Message Signs
- CCTV Feeds
- Traffic Detectors
- Radio Scanners
- FTIM Plans
- Evaluation Support
- Metro Routes
- INRIX Speed Data
- Comparative Speed
- Weather Alerts
- Weather Radar

Radio Feeds

- Montgomery County, MD
- Montgomery County Fire...
- NCR - Public Safety Inte...
- Montgomery County Poli...
- National Hurricane Cent...
- Prince William County, VA
- Prince William Police Eas...
- Prince William County P...
- NCR - Public Safety Inte...
- Prince William County Fir...
- 147.300 WA4TSC Repea...
- Prince William County Fire
- National Hurricane Cent...
- Fairfax (County) County, VA
- WA4TSC 147.300Mhz Bl...
- Fairfax County Police De...
- Fairfax County Fire and...
- Metropolitan Washingto...
- NCR - Public Safety Inte...
- National Hurricane Cent...

Show Unmapped Incidents

21

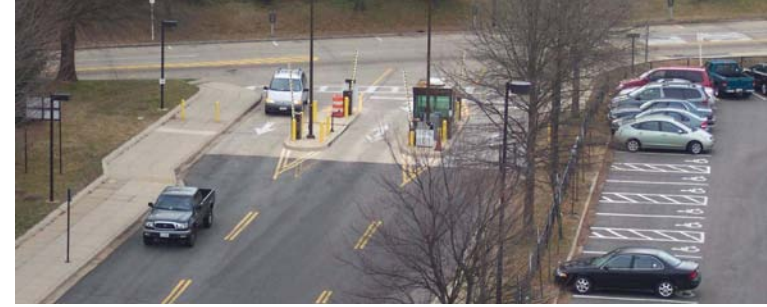
# Emphasis Areas Identified in the MOITS Strategic Plan (2010)

- Systems engineering-based topics in the MOITS purview
  - ITS Data Warehouse
  - Multi-modal Coordination
  - Transit Signal Priority
  - Interactive Traveler Information
  - Transportation Operations Data Sharing
  - HOV Lane Management
  - Regional Traffic Management
  - Regional Parking Management
  - Maintenance and Construction Activity Coordination
- Other topics addressed in venues/committees that convene the necessary stakeholders, in coordination with MOITS



# Strategic Plan

## Proposed Projects/Efforts



1. Sustain MATOC/RITIS
2. Upgrade RITIS regional ITS data warehouse capabilities
3. Enhance RITIS data sharing capabilities
4. Support 3rd party development of trip planning “apps”
5. Deploy integrated corridor management technologies (pilot)
6. Deploy park-and-ride parking availability information (pilot)
7. Develop special event traffic management plans
8. Develop a regional managed lane facilities (HOV, HOT, ETL) coordination process (e.g. annual summit meetings)
9. Develop a venue and process for coordinating maintenance and construction schedules (e.g., semi-annual meetings)
10. Develop a venue and process for interjurisdictional signal timing coordination

# Outlook

- We are fortunate to have transportation agencies in our region that are supportive of operations coordination efforts
- Progress with coordination with agencies outside transportation (e.g. public safety, emergency management)
- Challenge of funding sources/ongoing funding for regional multi-agency operations projects
- MAP-21 emphasis on “Regional Transportation Systems Management and Operations (RTSMO)”



# Questions/Discussion