

# National Capital Region Transportation Planning Board

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## MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) TECHNICAL SUBCOMMITTEE MEETING

**DATE:** Tuesday, September 10, 2013

**TIME:** 12:30 PM

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

**CHAIR:** Jean Yves Point-du-Jour, Maryland State Highway Administration

### AGENDA

#### ATTENDANCE:

Shahid Abbas, Arlington County  
Tad Borkowski, Fairfax County DOT  
Melissa Chow, WMATA  
Armand Ciccarelli, Appian Strategic Advisors  
Jose Dory, Montgomery Planning (by phone)  
Chris Francis, VDOT (by phone)  
Sarah Hardingham, Kimley-Horn  
Warren Henry, Jacobs Engineering/MDSHA  
Ndanaan Jallow, WMATA  
Curt McCullough, City of Fairfax (by phone)  
Amy Tang McElwain, VDOT (by phone)  
Jean Yves Point-du-Jour, MDSHA  
David Samba, Kimley-Horn  
Tom Scherer, Arlington County DES  
John Ward, IBI Group

#### COG Staff Attendance:

Andrew Meese  
Erin Morrow  
Daivamani Sivasailam  
Marco Trigueros

#### ACTIONS:

##### **1. Welcome and Introductions**

Participants introduced themselves.

**a. Review of Notes from the August 7, 2013 MOITS Meeting**

Participants can e-mail comments to Mr. Meese.

**b. Scheduling of the October MOITS Meeting**

Regular day (October 8) conflicts with ITS Maryland Annual Meeting. Tuesday, October 15<sup>th</sup> at 1 PM was suggested as an alternative – meeting will be tentatively scheduled for that date [later cancelled].

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

Daivamani Sivasailam, COG/TPB Staff

Mr. Sivasailam reported on the status of project applications for reprogrammed FY2011/FY2012 UASI funds. Four projects were submitted for funds: Arlington County traffic signal power backup systems, additional money for DC evacuation plan, VDOT NOVA personal radiation monitors for transportation staff, and SHA evacuation trailers. Selections are expected to be announced at the end of the month. These applications had a tight turnaround and the projects had to be ready for implementation. FY 14 funding applications will be opening soon.

Mr. Ciccarelli discussed Arlington's power backup and communications systems. The status of their power backup systems can be monitored remotely. Batteries are recharged automatically and only have to be serviced when a problem arises. The monitoring system is provided for a fee above the base battery system, assuming the signal has existing communications equipment.

**3. Update on VDOT's Northern Virginia ITS Architecture Plan and Integrated Corridor Management (ICM) Activities**

Chris Francis, VDOT

Mr. Francis went through his presentation on VDOT's NOVA ITS architecture plan rollout, and I-95 corridor ICM activities. The following updates were highlighted:

- I-495/I-395 Express (HOT) Lanes
  - Remove Remote Workstation, add Center-to-Center with MPSTOC
  - Add City of Alexandria Public Safety interface
  - Add Prince William County Office of Public Safety Communications
  - Add Stafford County Public Safety
  - VA Transportation Emergency Operations Center (TEOC) capability folded into each VDOT regional TOC including the MPSTOC
- VDOT Customer Call Center critical voice communications added to MPSTOC
- Plans for a Virginia Transit Information Portal owned by Virginia Department of Rail and Public Transportation (VDRPT)

- Information sharing potential for all VA transit properties
- Integrated Corridor Management (ICM) for Northern Virginia
- Update to I-66 Active Traffic and Demand Management System
- Addition of Arlington County ITS Architecture

ITS architecture stakeholders were identified through various interactions, including through MOITS. Mr. Point-du-Jour noted that the airport authority tends to be overlooked in the discussion and should be included.

To a question about how these efforts relate to Federal Rule Section 1201, Mr. Francis noted that these are parallel efforts and any improvements related to Section 1201 will be integrated into the ITS architecture. Mr. Meese suggested that any ITS architecture events and trainings include discussion on Section 1201 as they are closely related.

Ms. McElwain described VDOT's experience with ICM and the travel time display pilot program along the I-95 corridor comparing: driving alone, taking HOV lanes, and transit. Preliminary results suggest this strategy has great TDM potential. Additionally, a 511 website for Northern Virginia is being developed to for the traveling public to access the travel time comparison tool – expected to be released in January 2014.

Mr. Abbas commented on the limited availability of alternate routes along some corridors (e.g. I-66). Ms. McElwain emphasized the importance in providing information not only on freeways, but highways and transit as well so that travelers are aware of all options and can make informed decisions. However, that data is not entirely available and moving forward it is one of the goals to present a more comprehensive picture. ICM presents challenges and opportunities in diverting traffic from freeways onto local routes. Spot improvements could improve flow and safety along alternate routes – though the diversion itself may not be politically palatable.

#### **4. Brief Updates**

Andrew Meese and Daivamani Sivasailam, COG/TPB Staff

##### **a. Federal Rule Section 1201 – the Real-Time System Management Information Program**

This is an ongoing focus for coordination.

##### **b. Transit Data – Real-Time Information, Databases, Data Exchange**

Arlington is in the process of gathering static transit schedule information to help agencies develop their GTFS feeds – should be a presentation in a future meeting.

##### **c. MATOC and RITIS**

Discussion deferred to future meeting.

##### **d. Regional ITS Architecture**

Discussion deferred to future meeting.

## **5. Update on the Results of a Survey of Traffic Signal Timing in the Region**

Andrew Meese, COG/TPB Staff

This item was presented at the August 7 meetings of the Traffic Signals Subcommittee and MOITS. It has now been updated to draft final form and presented to the TPB Technical Committee on September 6; it will be presented to the TPB on September 18. Included are background information on the survey, background information on traffic signal timing activities, survey results, and a summary of VDOT signals activities as examples.

Mr. Meese presented the background on the memo and discussed the final results. The memo will be presented to the TPB on September 18, but no presentation is scheduled at this time.

Mr. Abbas discussed the challenges with emergency vehicle preemption. It takes several cycles for the signal to fall back into its programmed offset. When several vehicles are calling for preemption, it is possible to throw the signal out of step for a significant part of the peak hour.

## **6. Briefing on COG/TPB Arterial Roadway Congestion Monitoring Activities**

Daivamani Sivasailam and Erin Morrow, COG/TPB Staff

The committee was briefed on staff analysis of congestion conditions on non-freeway arterial highways in the National Capital Region. Such work has been done in years past based upon field observation samples using the "floating car" technique, but has now turned to Vehicle Probe Project (VPP) data as a robust information source. Arterial monitoring is an important component of the regional Congestion Management Program (CMP).

Mr. Sivasailam presented on the study of arterial congestion based on INRIX data – which was used in FY 2013 to replace the floating car method. There are some challenges in using VPP data on arterials as opposed to freeways: the flow is not as constant and the volumes are much lower. UMD performed an independent evaluation of this data with a case study of US 1 in Virginia. One of their major findings is that VPP data may not match data from other sources for it to be validated. There was discussion on INRIX confidence scores (10-30 depending on the reliance on historical vs. real-time data), and lack of correlation between speed and volume data. Ms. McElwain noted that comparisons on Route 1 suggested INRIX data reports lower travel times than the floating car method. However, a comparison over time with constant data sources should be valid, assuming a consistent bias. The major advantage of VPP data over other methods is the abundance of data points over time, allowing for the comparison of arterial speeds on a monthly basis. However, there are some concerns over sample size where some time periods may have limited data points and not provide an accurate measurement. The UMD report will be finalized in upcoming weeks, and the subcommittee will be updated on the results.

**7. Other Business:** None.

**8. Adjourn/Next Scheduled Meeting:** October 15, 2013 1:00 PM, COG Meeting Room 1.