Meeting Highlights

Traffic Signals & Operations Working Group

Date: Friday, May 16, 2003

Time: 10 a.m.

Place: Virginia Tech
West Falls Church, VA

Chair: Woody Hood, Maryland State Highway Administration

Attendance:

Kathy Frankle, UMD
Doug Hansen, Fairfax County DOT
William Haynes, City of Alexandria
Ling Li, VDOT-STSS
Robert Myers, Prince George's County DPW
John Riehl, Montgomery County DPWT
Bob Souza, VDOT
Bob Winick, Motion Maps LLC.

COG Staff Attendance:

Andrew Meese
Michael Farrell

Actions:

1. **General Introductions**

   Participants introduced themselves.

2. **Presentation: Examples of Arterial Speed, Travel Time, and Stopped Delay from GPS Probe Data.**

   Bob Winick of Motion Maps presented his GPS-based studies of corridor travel times and stopped delay. A hand-out was provided. The group agreed that the graphics showing cumulative travel time and stop delay at different times of the day were intuitive and easy for the general public to understand.

Corridor studies using GPS data such as this might be an effective and vivid way of demonstrating the benefits of signal optimization.

3. **New Web-based Traffic Signal Timing Course**

Kathy Frankle of the University of Maryland presented a new web-based traffic signal timing course. A hand-out was provided, and the course content can be viewed at http://citeconsortium.org/1mod11_new.html. The course will be graded, takes about 8 hours, and will cost $275/person.

4. **VDOT Pedestrian Signal Initiatives**

Ling Li discussed VDOT's pedestrian signal initiatives. Major new initiatives include:

- The "Rest in Walk" pilot program, whereby the pedestrian signal stays in walk longer, for as much as the cycle will allow, rather than remaining in walk only for the minimum required period. This change is expected to reduce pedestrian waiting times and improve compliance with "Don't Walk" signals and push-buttons.
- Advanced Pedestrian Phase. Pedestrians will get a walk signal five seconds before the traffic gets a green light, allowing them to enter the crosswalk before they can be blocked by right-turning vehicles.
- Audible Pedestrian Signals.
- Pedestrian countdown signals. The pedestrian can see how much time remains to cross. Countdown signals are expected to improve pedestrian clearance of the intersection, since pedestrians will be able to judge whether or not they can make it across depending on how much time remains. FHWA approval occurred 2/14/03.

5. **Traffic Signal TERM reporting Schedule.**

Michael Farrell discussed. As a legal minimum, to claim air quality credit for signal optimization we must report numerical progress in June, 2005. However, for political/planning purposes we should report progress in June of 2004 and this summer as well. David Snyder, Chair of the MOITS Subcommittee, has requested some sort of progress report this summer. This report could be in the form of reporting major plans and progress rather than the numerically exact reporting required for air quality credit.

6. **Adjourn.**