

MEETING NOTES

TRANSPORTATION PLANNING BOARD MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TECHNICAL TASK FORCE

CHAIR: Alex Verzosa, City of Fairfax

VICE CHAIRS: John Frankenhoff, D.C. Division of Transportation
Donald McCanless, Washington Metropolitan Area Transit Authority
Jean Yves Point-du-Jour, Maryland State Highway Administration

DATE: Friday, June 22, 2001

TIME: 10:30 A.M. to 12:00 Noon

PLACE: COG, 777 North Capitol Street, NE
First Floor, Rooms 4/5

ATTENDANCE:

Zia Burleigh, University of Maryland, zmb@wam.umd.edu
Karen Cavallo Miller, Battelle/Partners In Motion, cavallok@battelle.org
Kathleen Donodeo, WMATA, kdonodeo@wmata.com
John Frankenhoff, DCDOT, jfrankenhoff@dc.gov
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Cathy McGhee, Virginia Transportation Research Council, mcgheec@vdot.state.va.us
Frank Mirack, FHWA
Sharmila Samarasinghe, NVTC, sharmila@nvtc.org
Alfie Steele, Montgomery County Transit, alfie.steele@co.mo.md.us
Michael Saunders, WMATA, msaunders@wmata.com
Phil Tarnoff, University of Maryland, tarnoff@eng.umd.edu
Kenneth Todd, NCBW
Alex Verzosa, City of Fairfax, averzosa@ci.fairfax.va.us
Nhan Vu, VDOT, vu_nn@vdot.state.va.us
Robert Winick, Motion Maps, LLC, rmwinick@motionmaps.com

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COG Staff

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Andrew Meese, ameese@mwkog.org

Daivamani Sivasailam, siva@mwkog.org

ACTIONS:

1. Review of Notes from the May 31, 2001 Meeting

Chair Alex Verzosa called the meeting to order at 10:45 am. The May 31, 2001 meeting M&O/ITS Policy Task Force notes were corrected to reflect the attendance of Harold Foster.

2. Report of the June 20, 2001 Transportation Planning Board Meeting Discussion of M&O/ITS

Mr. Meese reported on the June 20, 2001 presentation to the TPB by M&O/ITS Policy Task Force Chairman David Snyder on upcoming M&O/ITS activities of the regional transportation system. Due to time limitations at the TPB meeting, Mr. Snyder gave a brief synopsis of the progress of the following ongoing M&O/ITS activities: ITS Architecture, Pilot arterial corridor efforts, Prototype traffic signal problem reporting system, Information exchange event and report and the Regional transportation performance measures. Mr. Meese distributed the slide presentation and discussed the following comments received by the Board:

- Pedestrian Safety: Mayor Kathryn Porter of Takoma Park stated that pedestrian safety should be addressed in the pilot arterial corridor effort on New Hampshire Avenue. Mr. Meese said that an effort to address this request and inclusion of a Takoma Park representative would be looked into further by the committee.
- Publicizing the M&O activities: Mr. Snyder requested staff create a public relations packet and press release on the ongoing regional M&O/ITS activities.

In response to a question from Amy Tang, Mr. Meese commented that the monthly updated handouts of the M&O/ITS activities would assist committee members informed of the ongoing progress of these activities. An official M&O white paper would not be pursued at this time.

3. Technical Update on New Regional M&O Activities (Action 2 Items)

Mr. Meese gave the group an update on the following M&O/ITS Activities:

Traffic Signal Problem Reporting System

- *Concept-* Mr. Meese stated that the University of Maryland and George Mason University had volunteered to develop a prototype traffic signal reporting system. The system would be a regional Internet site for the public to submit information on traffic signal malfunctions.
Status- A prototype system would be expected for review in September 2001. After the review in September, the working group would decide upon next steps. A presentation on

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the system was expected at the July Traffic Signals and Operations working group meeting. A handout of the Frequently Asked Questions (FAQs), which were suggested by the group, was expected to be distributed at the July meeting.

Pilot Interjurisdictional Arterial Corridors

- *Concept-* In conjunction with the traffic signal optimization working group, technical personnel had recommended the following two pilot corridors to study M&O activities.
 - Virginia: US 50 from Waples Mill Road to Pershing Drive (Fairfax County, City of Fairfax and Arlington)
 - DC and Maryland: New Hampshire Avenue (Route 650) in Maryland from North Capitol Street to Powder Mill Road (DC, Takoma Park, Prince George's County and Montgomery County)
- *Status-* No additional news was reported at this time. The planned objectives for this project include collecting "before" and "after" travel times on these corridors. Efforts to use the same evaluation tools would provide comparable data for regional analyses. The results of this effort would be reported back to the region and the lessons learned would be applied to additional corridors. The development and initial technical review of these corridors. The development and initial technical review of these corridors would be completed by September 2001.

In response to committee discussion, Mr. Meese highlighted the objective of this M&O/ITS activity:

- To engage regional stakeholders to get information on these corridors;
- Optimize traffic signals on these corridors;
- Summarize the results of the aforementioned activities and identify any forthcoming issues, i.e. pedestrian safety.

Mr. Meese stated that it would be up to the implementing agencies to act upon the results of this study.

M&O Conference

- *Concept-* The M&O conference was expected to be a peer-to-peer information exchange event for regional officials in transportation and public safety. The conference would inform officials about ongoing M&O and incident management activities across functional and jurisdictional lines. The event would result in a compendium to serve as an information resource for future M&O activities.

Status- Mr. Meese discussed the upcoming Incident Management Regional Conference hosted by the University of Maryland and the Maryland State Highway Administration. The conference would be held on November 7 and 8, 2001. Transportation personnel from around the region would be invited to engage in various Incident Management activities and sessions. Mr. Meese stated that although the emphasis of the conference was incident management, this would be a great opportunity for the TPB to cosponsor this event and incorporate M&O issues as it relates to incident management, and to hold a follow-up M&O-specific event early in 2002.

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In response to a comment from Phil Tarnoff, Mr. Meese stated that the intent of the originally proposed TPB M&O conference was to provide a peer-to-peer information exchange event that will increase awareness about ongoing activities across functional and jurisdictional lines. Mr. Meese commented that the two conferences have significant enough overlap to coordinate both efforts, but there were still some differing needs which would make a follow-up event advisable.

The committee recommended that staff plan to have an M&O break out session at the incident management conference as well as continue plans to hold an separate event on M&O in 2002.

4. Reports from Groups/Focus Areas

Regional ITS Architecture

Mr. Meese reported that at the last meeting held on June 18, the working group discussed the progress of the consultant team. Consultants had been participating and coordinating efforts with the VDOT/NOVA ITS Architecture for interviews with key regional stakeholders. Efforts to continue these dialogues would continue. Mr. Meese commended Ms. Tang on her progress in coordinating the regional Architecture efforts.

Electronic Payment Systems

Ms. Tang suggested this subcommittee should focus on EPS market research. She stated that this was an important and ongoing topic in the region and would be beneficial for this committee to embark upon.

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No news.

Partners In Motion (PIM)

Karen Cavallo Miller updated the committee on the following PIM topics:

- The server of the datamart was running and working correctly despite recent problems.
- Custom Interfaces- VRE was functional and working correctly. VDOT needs an Internet service connection to provide information on its STC to PIM. The service should be functional by July 30, 2001. Montgomery County was still in the planning and discussion phase.
- SmartRoutes system was in the process of collocating with Metro Traffic. That move was expected to be complete by August, 2001.
- SmartRoutes staff found that various agencies and media outlets had been illegally using SmartRoutes traffic information. Efforts to resolve this problem would be ongoing.
- The amount of revenue expected to be paid by SmartRoutes was \$12,000, however PIM and SmartRoutes were resolving issues regarding the exact amount.

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- SmartRoutes had concerns about WMATA's new email system on rail delay. No one from PIM was made aware of that new function and an effort to clarify this dilemma was attempted.

ITS As a Data Resource

Mr. Meese reported to the group that the consultants were prepared to present the findings on finalizing the discussions with technical personnel regarding the production, archiving and distribution of data from the regional agencies. The next meeting on June 28 was to discuss the findings from the stakeholder interviews on the most feasible design for the region to embark upon regarding a regional data clearinghouse. The committee was to decide upon next steps at that meeting.

CapWIN

Tom Jacobs stated that no new development had occurred since the last meeting. The due date of the RFP was June 29, 2001. Five proposals had been received to date.

Traffic Signals and Operations

The next meeting was scheduled for July 13, 2001.

Professional Capacity Building

Mr. Meese stated that the National Highway Institute had developed a training course on integrating M&O within the regional planning process and were seeking a pilot area to offer this gratis course. An update on this course would be discussed at the July 27 meeting.

Mr. Tarnoff commented that the Signals course given in June received high interest from around the region. Efforts to identify additional teachers for the course was ongoing.

5. Discussion of Regional Performance Measures

Consultant Robert Winick presented the findings from a pilot report on the safety and performance of the region's transportation system. This pilot study was conducted based on the direction of the TPB in dealing with management and operational issues and concerns. The findings of this study would be developed annually into a more comprehensive report on system performance and operations. The report will address safety, system performance, and transportation management activities within the Metropolitan Washington region. At this meeting, Mr. Winick presented findings:

- **Identify and portray operational issues concerns, and highlights about transportation system performance in the Washington Region (TASK 3)**- Planning and operational data identified in this portion of the study revealed that the region has a wealth of ITS data from the following regional sources:
 - MWCOG-Skycomp aerial photography (freeway speeds)
 - MWCOG- GPS travel time probes (arterial speeds)
 - Partners In Motion travel time estimates

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- Cellular telephone geo-location demonstration project sample data by Compass Services of US Wireless Corp.
- Northern Virginia Freeway Management monitoring data
- Montgomery County arterial signal control system data
- CHART monitoring data (possibly)
- Northern Virginia arterial signal system control data (possibly)

Mr. Winick discussed the highlights of each data source and its potential for being used within the region. Due to the scope of the study, the aforementioned list was not an exhaustive list, and was meant to determine variability and causality data for forecasting purposes.

Kathleen Donodeo commented that the study didn't address mobility and occupancy measures, which indicate how efficiently people are moving through the system. Mr. Meese stated that the possibility of the region doing consumer surveys in the future could potentially address some of these issues.

Due to the lack of time, Mr. Verzosa requested that if any questions or comments arise on this or latter portions of Mr. Winick's study, they could be forwarded to Mr. Meese for discussion at the July 27 meeting.

Mr. Meese commended Mr. Winick on his work on this study.

6. Revisiting the M&O/ITS Unfunded Opportunities List

Mr. Meese revisited the unfunded opportunities list and stated that in the near future, the committee would be expected to identify M&O/ITS projects that would be implemented or expanded if additional funding were available. Mr. Meese referred to the estimate of \$50 million per year for a few M&O/ITS projects that were identified and reported last fall to the TPB. This topic would be revisited at the July 27 meeting.

Mr. Verzosa adjourned the meeting at 12:35.