



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## Meeting Notes

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

**DATE:** Tuesday, September 9, 2014  
**TIME:** 12:30 PM  
**PLACE:** COG, First Floor, Meeting Room 1  
**CHAIR:** Jean Yves Point-du-Jour, Maryland State Highway Administration

#### Attendance:

Ed Daniel	Montgomery County Police Department (phone)
Lyn Erickson	Maryland Department of Transportation (MDOT) (phone)
Warren Henry	Maryland State Highway Administration (SHA)
Curt McCullough	City of Fairfax (phone)
Jean Yves Point-du-Jour	Maryland State Highway Administration (SHA)
Tom Scherer	Arlington County DES
John Thomas	Montgomery County Department of Transportation (phone)
Glenn Havinoviski	ITERIS

#### Staff:

Elliot Harkavy	DPSH
Andrew Meese	DTP
Erin Morrow	DTP
Wenjing Pu	DTP
Jon Schermann	DTP
Daivamani Sivasailam	DTP
Marco Trigueros	DTP

#### 1. **Welcome, Introductions, and Review of Notes**

Notes from the July 29, 2014 meeting were reviewed. Mr. Meese noted that he expects that the presentation on the process for planning for disasters, emergencies, and significant events from the July meeting would be of interest to RESF-1 and that presentation or a similar presentation may be given at an upcoming RESF-1 meeting. There were no comments on the meeting notes at the meeting. Any comments after the meeting can be sent to Mr. Meese.

## 2. **Regional ITS Architecture Update**

Mr. Sivasailam reported that the ITS Architecture Subcommittee is being revived and Warren Henry from SHA has agreed to serve as the chair. Harvey Alexander will represent DDOT. Staff has contacted VDOT and WMATA to request representatives for the subcommittee. The subcommittee is responsible for reviewing regionally significant ITS projects and reviewing and advising the regional ITS architecture document which will be prepared by TPB staff. The region's ITS Architecture was last fully created in December 2007. A partial update was done in February 2013. All three states have architectures. WMATA does not appear to have one single architecture for the organization. Mr. Meese noted that in the regional architecture, we have the ability to reference the state architectures. The focus of the regional architecture is to document the multi-jurisdictional projects that have a region-wide footprint and finding the strategic connections between entities. Mr. Sivasailam gave examples of some of the projects that will be included in the regional architecture: transit signal priority, Capital Bikeshare, RITIS, MATOC, and parking management. He expects much of the work to be completed by the end of the calendar year. It is expected that the subcommittee will resume meeting quarterly.

## 3. **Update on Regional Emergency Support Function 1 – Emergency Transportation Committee (RESF-1) and Urban Area Security Initiative (UASI) Activities**

Mr. Sivasailam reported that over 120 participants attended a regional Emergency Evacuation Transportation Seminar/Tabletop Exercise (TTX) held at COG on August 21. The event began with an hour and a half seminar on the state emergency plans and RITIS. The scenario was an improvised nuclear device in downtown Washington, D.C. with 36 hours to evacuate the city. The workshop was broken into three sessions – the immediate announcement, 12 hours in, and 24 hours in.

Mr. Harkavy noted that there was good interaction between representatives from public safety, transportation, emergency management, and advocates for persons with disabilities. Since this was the first exercise like this, the goal was to bring to the surface as many issues as possible that could be addressed moving forward. There will be an after-action report with next steps for moving forward and he expects that there will likely be follow-up exercises. Mr. Sivasailam added that that issues that were identified were very high level and details like traffic were not discussed. The scenario minimized other possible difficulties like bad weather or a major traffic incident. He noted that most of the transportation representatives were emergency coordinators, not operations. It was also noted at the TTX by a representative from FEMA that if there was such an emergency in Washington, DC, it is likely that the president would declare a state of emergency and federal agencies would take over certain aspects, especially in the DC core. There would likely be a federal coordinating officer working with the three states. RESF-1 meets next Thursday and will spend half the meeting on the after-action report on the TTX and the other half on threat and hazard identification and risk analysis for the region.

## 4. **Update on Traffic Signals-Related Activities**

Mr. Trigueros reported that the annual power back-up survey is underway. Mr. Sivasailam will be presenting a brief update on the status of the signal survey and the UASI grant for power back-ups at the Emergency Preparedness Council's (EPC) meeting the next day.

There was a kick-off meeting for the UASI grant work where there were discussions about a regional strategic plan for identifying and achieving a percentage goal for power back-ups. TPB staff shared some of the potential challenges of that goal due to the way the signal owners may plan for signal outages such as using police to block off roads. When the grant was awarded, DDOT was going to be the main subgrantee with all of the other subgrantees going through DDOT, but at the meeting it was decided to break the grant up into multiple subgrantees for logistical reasons. Mr. Sivasailam has prepared the individual project management plans and distributed them. The good news that will be shared with the EPC is that the first power back-up survey showed 16% of the signals were backed up. Now it is close to 25% and the UASI grant will continue to move this forward. Mr. Harkavy reminded the committee about other UASI grants that are pending which have been presented to MOITS at previous meetings.

The responses to the traffic signal power back-up survey are due at the end of September and results will be reported to the Traffic Signals Subcommittee at its October meeting. Also on the agenda for October is a briefing from WMATA on transit signal priority.

A traffic signals forum for the National Capital Region is being planned for next spring and staff is looking for suggestions for topics of interest. The Baltimore-area traffic signals forum will take place November 6.

#### 5. **Update on 2014 Freeway Congestion Monitoring Using Aerial Surveying**

Skycomp has finished the scoped data collection for 2014 freeway aerial survey. In a change for this year, data was collected for each road on three days instead of four based on an analysis of data collected from the previous survey.

With the funding saved, Skycomp proposed a new pilot project using one second time-lapse (TLAP) photography using stationary helicopters. Pictures are taken at one second intervals and a video can be compiled to study different traffic movements. This technique can help identify reasons for congestion. Staff discussed potential locations with Skycomp. Each helicopter can either photograph either a one-mile by three mile area or a one-half mile by four mile area. Areas being considered are the Potomac River bridge crossings (from the American Legion Bridge and the Woodrow Wilson Bridge) and the Anacostia River Bridges. The proximity of the study locations directly impacts the cost of the data collection thereby leading to the decision to exclude Potomac River bridges outside the Beltway. Other locations being considered include US 15 in Frederick, I-66 in Virginia, and the Beltway from the American Legion Bridge to the HOT Lanes in VA. This is a pilot project to evaluate how these data can be used in our congestion monitoring program. The pilot projects will likely run for 15 minutes in both AM and PM peak periods for each site. Sites at US 5 & US 301, the Beltway at US 1 in Maryland, and the 16<sup>th</sup> Street corridor in DC are also potential pilot study locations. Fairfax County has

already done an aerial study of that the Seven Corners area, and it will be explored to obtain that information in conjunction with the regional pilot study.

Staff and the contractor were finalizing details of the pilot study, including the balance between field data collection and post-collection data analysis within the limited budget. It was stressed that the pilot study is not intended to be a definitive study of any particular corridor, but rather a study to assess the utility of this data collection technique for the metropolitan planning process. The final sites will be chosen based on cost considerations, the types of locations, and the questions that might be asked for those locations. Mr. Sivasailam showed illustrations of the proposed corridors and the coverage of the data collection for each one. Staff hopes to make a final decision on the pilot study data collection in a few weeks.

#### **6. Presentation of the Draft National Capital Region Congestion Report for Traffic Conditions in the 2nd Quarter, 2014; and Preview of the Probe Data Users Group**

The 1st Quarter 2014 Congestion Report that was presented at the July 29 MOITS meeting was finalized and is now posted ([www.mwcog.org/congestion](http://www.mwcog.org/congestion)).

Mr. Pu presented a draft of the 2<sup>nd</sup> Quarter 2014 Congestion Report. Overall congestion in the region is up 1.6% compared to the second quarter of last year, but Interstates showed a 3% drop in congestion, possibly due to the Express Toll Lanes. Travel time reliability is similar to last year. The top 10 bottlenecks list was updated for this quarter. Mr. Pu noted that two of the top 10 bottlenecks in the second quarter were not in the top 60 in the first quarter. The Vehicle Probe Project (VPP) is revising its method for calculating bottleneck rankings so this will not happen in the future. Staff has their own method for ranking bottlenecks, but as no method is perfect, staff has considered both methods and is choosing to use VPP. The quarterly spotlight for the second quarter is release of the 2014 CMP Technical Report which was presented to the subcommittee several times. Mr. Pu stated that if there are no further comments on the draft, it could be finalized and posted online soon. There was a question about the figure on page 1, which shows 2010 as a baseline and then the three most recent years. There was a suggestion to add a footnote to that graphic explaining why data from 2011 was not included.

Mr. Pu made an announcement for the new Probe Data Users Group (PDUG) which is under MOITS. The first meeting is October 9 from 9:30 to 11:30 in COG Rooms 4&5. Members were asked to share this information with interested colleagues. RSVPs are requested by October 7<sup>th</sup>. Any questions can be directed to Mr. Pu or Mr. Meese.

#### **7. Other Business**

Mr. Meese mentioned that staff is listening to the federal *Let's Talk Performance Webinar Collaborating to Set Targets* at 2 pm and MOITS members are welcome to stay. As an MPO, we will be required under MAP-21 to set performance measures and this will have an impact on MOITS activities.

8. **Adjournment of the MOITS Meeting; Break**
  
9. **(Optional) Beginning of Federal *Let's Talk Performance Webinar: Collaborating to Set Targets***
  
10. **Conclusion of Federal Webinar**

**Next Scheduled Meeting:**

Tuesday, October 14, 2014, 12:30 PM to 2:30 PM, COG Meeting Room 1