

TRAFFIC SIGNAL SUBCOMMITTEE

Thursday, June 17, 2020
ONLINE

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Bo Zhou welcomed everyone to the first virtual meeting of the Signal Subcommittee under COVID-19.

2. REVIEW OF PREVIOUS MEETING NOTES

Notes from the previous meeting on February 25, 2020 were approved without any modifications.

3. LONG-RANGE TRANSPORTATION PLAN – GOALS AND STRATEGIES

Mr. Terry Freeland of BMC presented information on the goals and strategies for the next regional long-range transportation plan, scheduled to be adopted in July 2023. Goals are the general high-level principles that provide a basic framework for decision making. Strategies are the more specific policy statements or kinds of actions that agencies can take to help advance the goals. As a first step in the development of the next plan, BMC staff has reviewed the current regional goals and strategies.

Mr. Freeland explained that a team of BMC staff members had reviewed each of the nine goals and had come up with a series of recommendations either to keep the language as is, to revise it, or to add new strategies where advisable. He went through the recommended changes for each of the goals.

Committee members had two main comments about the proposed changes:

Under the Safety goal, one member questioned the advisability of including language about MDOT's Toward Zero Deaths (TZD) initiative considering that not all jurisdictions have this same commitment to TZD. He also suggested leaving in the language in one of the strategies about investing in "cost-effective safety improvements" to acknowledge that funding is limited and can't cover all of the concerns that agencies would like to address.

- Under the Preservation goal, a participant recommended keeping the reference to Intelligent Transportation System (ITS). Perhaps the wording could be "Maintain traffic signal and Intelligent Transportation System (ITS) systems on a timely, systematic

basis.” Similarly, under the Mobility goal, he recommended keeping a reference to ITS as it relates to the Congestion Management Process. Finally, under the Informed Decision Making goal, this participant suggested that the strategy on considering the potential effects of emerging technologies include consideration of advanced ITS technology. Mr. Freeland replied that perhaps the strategy on improving “information systems that all travelers can use to reach destinations easily and safely” is broad enough to cover the kinds of warning and messaging technologies the commenter was referring to.

Mr. Akundi told the participants that staff will share the comments with the Technical Committee. Further, the slides will be posted on BMC’s website, and participants can send any further questions or comments to him or to Mr. Freeland.

Ms. Monica Haines Benkhedda reported that a comment period on the draft 2021-2024 Transportation Improvement Program (TIP) & Air Quality Conformity launched June 16 and will run through July 17, 2020. The draft 2021-2024 TIP includes \$4.26 billion in proposed federal, state and local money for 140 highway, transit, bicycle and pedestrian projects during the next four years. New this year, is an [interactive project map](#), where the public can both view projects and offer comments, and a [storymap](#) that provides an interactive overview of the projects and funding. Those interested in learning more may do so during a virtual public meeting on Thursday, July 9 at 6 p.m. or Tuesday, July 14 at 12:30 p.m. Details about the TIP and how to comment are online at www.baltometro.org.

[PowerPoint/Handouts: Regional Transportation Goals, 2021-2024TIP Public Involvement]

4. TRAFFIC SIGNAL CHANGE AND CLEARANCE INTERVALS

ITE has published a new guideline for Determining Traffic Signal Change and Clearance Intervals: <https://www.ite.org/technical-resources/topics/traffic-engineering/traffic-signal-change-and-clearance-intervals/>. There was a Roundtable discussion on how state and local jurisdictions are adjusting to the new guidelines. Mr. Jon In Lee (MDOT SHA) provided the analytical approach that they are using to calculate change clearance intervals – the attached document and spreadsheet provide complete details.

[PowerPoint/Handouts: Summary of Yellow Change and AR Clearance Intervals, Yellow Change Interval Calculation Template]

5. COVID-19 IMPACTS ON SIGNAL OPERATIONS

Members reported having to make adjustments to signal timing because of reduced traffic volumes since the shutdown began in mid-March.

ATTENDANCE

Yeshitlaw Argaw, MDOT SHA
Jong In Lee, MDOT SHA
Jennifer Biddle, Howard County
Yao Cheng, MDOT SHA
Subin George, Howard County
Hiwot Habtemariam, MDOT SHA
Minseok Kim, MDOT SHA
Breck Jeffers, FHWA
Robert Lesueur, Sensys Networks
Jeremy Mochy, WR&A
Ben Myrick, MDOT SHA
Kris Nebre, Baltimore County
Dilip Patel, MDOT SHA
Bo Yuan, Endesco
Bo Zhou, Anne Arundel County
Bala Akundi, Baltimore Metropolitan Council (BMC)
Terry Freeland (BMC)
Monica Haines Benkhedda (BMC)