

2005 PRIORITY AREAS FOR PROJECT SUBMISSIONS

At the December 15, 2004 TPB meeting the incoming chair of the TPB, Phil Mendelson, asked that the Solicitation Document highlight three specific priority areas related to the TPB Vision for consideration by the implementing agencies when submitting projects, proposals and strategies to be included in the 2005 CLRP and FY 2006-2011 TIP:

1. **Implement traffic signal optimization** as stated as part of Goal 3, Strategy 3 in the TPB Vision: *“Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls”*, and Goal 4, Strategy 1: *“Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate”*.

In 2002, the TPB adopted the traffic signal "optimization" program as a Transportation Emissions Reduction Measure (TERM) as well as a goal of optimizing 856 signals by 2005. In addition to cutting emissions, signal optimization has been recommended as a cost-effective way to reduce congestion.

2. **Further improve interagency coordination for incident management**, as stated in Goal 4, Objective 3: *“Improved management of weather emergencies and major incidences”* and Goal 4, Strategy 2: *“Improve incident management capabilities in the region through enhanced detection technologies and improved incident response”*.

On November 17, 2004, the TPB endorsed a concept for strengthening regional transportation coordination during incidents. The concept would build upon the existing partnership for the Capital Wireless Integrated Network (CapWIN). Although individual agencies would continue to be the responders to incidents, the “enhanced CapWIN” would keep transportation, police and other agencies across the region in the information loop so that they could make quick decisions to manage sudden transportation system surges or other effects from major incidences.

3. **Identify how projects or proposals support the regional core and regional activity centers**, as stated in Goal 2, Strategy 4 of the Vision: *“Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another”*.

In 2002, the TPB accepted the maps and data depicting the regional activity centers as a tool for linking land use and transportation planning. Maps of the regional activity centers and clusters are shown on pages 1-10 and 1-11. The resolution adopted by the TPB in 2002 stated that the maps and data “have been developed for use by local jurisdictions, the TPB and other regional bodies to encourage mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers”.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: TPB Technical Committee

FROM: Ronald F. Kirby
Director, Department of Transportation Planning

DATE: October 7, 2005

SUBJECT: Results of the Regional Traffic Signal Optimization Transportation Emissions Reduction Measure (TERM)

Background

At its meeting of July 31, 2002, the Transportation Planning Board adopted a regional signal optimization TERM, which set the goal of the optimization of an additional 856 traffic signals in the region by 2005. The departments of transportation and the participating local jurisdictions agreed to implement their portions of this TERM in addition to maintaining signals already optimized as of June 2002.

Results

These results indicate that the Washington region met and, in fact, exceeded the goal put forth in the 2002 signal optimization TERM. According to reports provided to TPB staff by transportation agencies responsible for traffic signals, the region optimized a reported additional 1,182 signalized intersections in the three-year period ending June 2005. This total exceeds the original goal of 856 intersections by a margin of 326. This would indicate that in the three years of the TERM the region progressed from about 44% of its signals (as of 2002) optimized to about 69% optimized. Table 1 shows the overall optimization results.

Table 1. Regional Signal Optimization TERM Goals and Preliminary Results

Total Signalized Intersections*	Optimized Intersections June 2002	Number of Signals to Be Optimized According to Original TERM Commitment		Signals Optimized as of June 2005 (Actual Results)		Percentage of Signalized Intersections Optimized	
		Increment	Total	Increment	Total	Jun '02	Jun '05
4,707	2,086	856	2,942	1,182	3,268	44%	69%
*Signals newly installed since 2002 not included in totals.							