

**TRAFFIC SIGNAL SUBCOMMITTEE**  
**CENTENNIAL PARK, HOWARD COUNTY**  
**MONDAY, JUNE 6, 2016**  
**MEETING NOTES**

**US 1 ADAPTIVE SIGNAL SYSTEM**

Ben Myrick (SHA) provided an update on travel time runs along US 1 in Howard County to test the recently deployed adaptive control system. The system includes 13-signals along the US 1 corridor. Bluetooth technology was used to capture travel times on weekdays (Tuesday – Thursday) between 6 AM and 9 PM and on weekends (Saturday) between 9 AM and 7 PM. Ben presented the results of the travel time runs that shows an average reduction in travel time of about 3 percent on both weekdays and weekends. There are some sections that experience 10 percent of more improvement in travel time while there are some sections where the travel time increases by 10 percent or more. SHA is continuing to tweak the system for greater efficiencies.

**MIOVISION – RETHIK TRAFFIC**

Andrew Fonseca from Miovision described software and hardware available from their company to remotely monitor and manage traffic signals. Spectrum is a turnkey solution that provides the data, connectivity and tools needed to remotely manage traffic signals. He noted that the smartlink interface hardware integrates easily with existing traffic cabinet hardware and software. Spectrum includes Miovision signals, cloud-based software tools to remotely monitor and manage traffic networks. Miovision signal deliver smart alerts, telemetry, video streaming, remote maintenance and performance measures. For more information, go to [miovision.com](http://miovision.com).

**INSYNC/RHYTHM ENGINEERING**

Mark Sullivant and Reggie Chandra briefed the committee on products and services available from Rhythm Engineering. The In|Sync Adaptive Traffic Control System (ATCS) adjusts signal timing and sequencing based on real-time traffic conditions like volume and delay. This advanced traffic management system is compatible with all modern traffic controllers and cabinets, and its patented algorithms can handle virtually all traffic geometries. In|Sync's optimization strategy is different than other systems because of three components: true digital intersection operations, real-time responses

to local intersection demand and the coordination of global corridor movements. This strategy impacts all major traffic engineering measures of effectiveness, including reduction in stops, delay and travel time, while increasing average speed and motorist safety. For more information, please visit <https://rhythmtraffic.com/insync/>

## ATTENDEES

Sandi Dunmyer, TS &T

Chris Letnaunchyn, Carroll County DPW

Ben Myrick, SHA/OOTS

Yeshitlaw Argaw, SHA/OOTS

Piotr Rachtan, SHA

Mark Sullivan, Rhythm Engineering

Reggie Chandra, Rhythm Engineering

Kris Jagarapu, Howard County DPW

Breck Jeffers, FHWA

Raj Sharma, Baltimore City DOT

Kris Nebre, Baltimore County DPW

Mike Harrington, Baltimore City DOT

Craig Hinnners, McCain

Steve Robinson, Trafficware

Dilip Patel, SHA

Jenn Biddle, Howard County DPW

Bob Lesueur, Sensys Networks

Bala Akundi, BMC