

Stakeholder Conference Call

KYOVA/Greater Huntington, WV-KY-OH Congestion Management Process / 178453019

Date/Time: November 13, 2013 / 1:30 PM
Place: Conference Call
Next Meeting: December 5, 2013
Attendees: Saleem Salameh - KYOVA
Jody Sigmon - KYOVA
Bethany Wild - KYOVA
Tom Creasey - Stantec
Thomas Witt - KYTC
Jayalakshmi Balaji - KYTC
Phil Biggs - KYOVA
Andrew Hurst - ODOT
Matt Selhorst - HDR
Doug Cade – Lawrence County, OH
Scott Ferry - RIC
Brian Donat – Putnam County
Sandy Miller – Putnam County
Perry Keller - WVDOH
Terri Sicking – FIVCO/KYOVA
Bill Murray - WVDOH
Brian Carr - WVDOH
Elwood Penn - WVDOH
Gehan Elsayed - WVDOH
Bernadette DuPont - FHWA

Distribution: CMP Stakeholders

Discussion Items:

- Tom Creasey discussed the selection of the objectives for the Congestion Management Process. Participants of the previous August 29, 2013 stakeholder meeting had ranked each of the 16 candidate objectives on a scale of ‘1’ (Not Important) to ‘5’ (Very Important). A statistical analysis was performed to identify those objectives that were more important to the stakeholder group. This analysis was documented in the working paper, “Selection of Congestion Management Process Objectives” (which will be provided to the stakeholder group. Tom explained that one other objective was added to the final group to be included in the CMP – *Improve Alternative Transportation Modes (Bus Transit, Bicycle, Pedestrian)*. Even though it did not rank highly among the other candidate objectives, it was added due to its importance to livability, sustainability and quality of life, which are key attributes for the region. Tom clarified that the objectives will remain in draft form; once the state of existing congestion can be quantified, specific metrics or targets can be attached to the objectives.
- Tom explained that a draft CMP network has been identified. This is comprised primarily of the National Highway System (NHS) for the region. Tom advised that there are no specific rules for what should be contained in the CMP network, but in order to be consistent with MAP-21 goals for

reducing congestion, it should at least cover the facilities. Tom advised that MAP-21 effectively expands the NHS to include anything functionally classified as a Principal Arterial, even if it was not on the NHS prior to MAP-21. Perry Keller asked if there were criteria for including non-NHS routes in the CMP network. He stated that there needs to be some kind of threshold. Perry mentioned WV 152 – it is not on the NHS but he believes it should be part of the CMP network.

- Thomas Witt asked about the total length of the CMP network. Tom Creasey said that this information could be obtained easily from the GIS data. [Note: The proposed CMP network totals approximately 130 directional centerline miles.] The stakeholder group will need to approve the CMP network.
- Bernadette Dupont advised that because the KYOVA MPO is now a Transportation Management Area, the CMP must include the eight steps that are required. Bernadette agreed that the CMP network should include at a minimum the expanded NHS within the MPO area. She pointed out that because this is a process, it can be expanded and improved in the future. She mentioned the Lexington (KY) CMP as an example of one that has improved time as the MPO has better understood the process requirements.
- Saleem Salameh asked about the bridges on the region and if they will be included. Tom said that if the bridges are part of the NHS, they will be included automatically. If they are not, because of their importance to regional connectivity, they could be added at the discretion of the stakeholders should it be determined that connectivity is a criterion for inclusion. Perry Keller asked if the travel demand models (Ashland, KYOVA, and RIC) could be used to identify congested roadway segments that might not be part of the NHS. Tom said that they can, to extent – a demand volume-to-capacity (v/c) ratio can be obtained. The Ashland model is a 24-hour model only; it does not produce peak period traffic projections, so the v/c ratios being generated may not be totally indicative of congestion. The three demand models will be used to the extent that they can to identify potentially congested roadway segment where v/c is greater than 1.0. The travel demand models also do not specifically account for intersection delay.
- Several performance measures will be used to identify congested facilities – Travel Time Index (TTI), demand volume-to-capacity (v/c) ratio, and street/roadway segment Level of Service (LOS). Bernadette suggested that Tom share some example graphics from the Lexington MPO as an example of what could be done with the performance measures. Saleem asked if the travel time data segregates cars from trucks. Tom said it does not. Freight movement will not be addressed as part of the CMP, at least through the first cycle, because of limited scope and funding. Jay Balaji said that Kentucky has purchased NAVTEQ speed data but she is not sure that the data can be shared for this CMP effort. Tom said that no travel time/speed data are being purchased specifically for this study and that KYOVA is trying to use whatever is being made available through its state DOT partners. Crash data will be analyzed to compute crash rates, which will be used as a secondary performance measure. High crash locations often are either a source of non-recurring congestion or exist because of congestion.
- Tom said that Stantec has most of the data that it needs, with the exception of signal timing plans for arterials in the CMP network. This information is needed to develop planning levels of service for arterials in the CMP network. Tom asked for guidance on where obtain this information in West Virginia, Ohio and Kentucky. For West Virginia, Perry Keller asked Tom to forward the specific request to him. Drew Hurst from ODOT directed Tom to contact District 9. Saleem asked Tom to provide the ODOT request to him and he will forward it to the District. Tom will contact the Division of Traffic (Glenn Anderson or Telma Lightfoot) within the Kentucky Transportation Cabinet.



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- Tom will develop a package of information to be disseminated to the stakeholders. This will be placed in an FTP site and the link will be forwarded to the stakeholders. Another stakeholder conference call will be held on **Thursday, December 5th, at 1:30 p.m.**

The meeting adjourned at 2:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

A handwritten signature in blue ink that reads 'A. Thomas Creasey'.

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