

Stakeholder Conference Call

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

Date/Time: December 5, 2013 / 1:30 PM
Place: Conference Call
Next Meeting: January 7, 2014
Attendees: Saleem Salameh - KYOVA
Jody Sigmon - KYOVA
Bethany Wild - KYOVA
Tom Creasey - Stantec
Thomas Witt - KYTC
Phil Biggs - KYOVA
Scott Ferry - RIC
Brian Donat – Putnam County
Sandy Mellert – Putnam County
Terri Sicking – FIVCO/KYOVA
Bill Murray - WVDOH
Elwood Penn - WVDOH
Greg Rawlings - FHWA
Kevin Burgess - FHWA

Distribution: CMP Stakeholders

Discussion Items:

- Tom Creasey reviewed the CMP network and the rationale for determining what streets and roads will be included. Tom explained that the National Highway System (NHS) roads were included. The MAP-21 legislation effectively expanded the NHS by including all routes functionally classified as Principal Arterial. This added a couple of routes to what was initially proposed – WV 2 and WV 193 in Cabell County. The CMP network map has been revised to include these. Tom also explained that other routes could be added at the discretion of this group. Tom pointed out two important issues related to adding routes that were not part of the initial network:
 1. There should be recurring congestion; and
 2. Data for these routes will be needed for the computation of performance measures.

Tom stressed the importance of using available data for the CMP. No new data will be collected, at least not for this initial cycle.

- Thomas Witt asked if a project would need to be in the CMP in order to qualify for certain types of funding. Tom was not sure; he said it would make sense for a project to come from the CMP, especially if Congestion Mitigation and Air Quality (CMAQ) funds were to be used (CMAQ funds can be used in the KYOVA/Greater Huntington area because it has been designated as a Transportation Management Area). Greg Rawlings of FHWA said he was fairly sure that the project would need to come from the CMP in order to qualify.

- Phil Biggs commented that there were locations in the Ashland area where congestion on US routes (US 23, US 60) was related to heavy left-turning movements onto side roads. One of those is KY 5 in Fairview. Phil expressed interest in the ability to use CMAQ funds to address these problems. Phil also asked about adding KY 5 to the CMP network. After further discussion, it decided that adding KY 5 was unnecessary, as the source of the problem (heavy left turn from US 23 onto KY 5) would be addressed as part of US 23 strategies.
- Tom said that performance measures from the CMP will be used to identify congested locations, but also stressed the importance of local input in identifying these areas. In a region such as this, where recurring congestion is not a major issue, it will require local input to identify some of the isolated congested locations that might otherwise not be identified through the CMP.
- Tom clarified that the report to be delivered to FHWA/FTA in January will document the process that is being established and will provide as much congestion-related information as is available. The study will continue beyond this submittal – the contract runs through June 30, 2014. Work will continue on the CMP after this document is submitted.
- Volume-to-capacity (“V/C”) ratio is another metric that will be used to identify potential congested locations and quantify the congestion. Tom had prepared V/C maps – based on 24-hour traffic volumes, AM peak period, and PM peak period – extracted from three regional travel demand models: 1) Ashland area; 2) KYOVA; and 3) RIC (Charleston). Tom explained the limitations of these models and the information coming from them. For example, the Ashland area model is a 24-hour model only; there are no AM peak and PM peak periods for this model. Tom advised that these models should be used as supporting information and not primary determinants for identifying congested locations. The limitations of these models support the argument for having a single integrated travel demand model to support the CMP.
- Tom discussed the travel time data that are being used in the CMP. Similar to the V/C maps, maps will be created showing travel time indices (TTIs) for the AM and PM peak periods. The TTI compares the ratio of free-flow (uncongested) speed to congested speed. Tom said that the TTI is becoming a widely used congestion performance measure. The travel time data used were provided via FHWA as part of the National Performance Management Research Data Set (NPMRDS). The data being used for this region as part of the CMP were collected during September 2013. These data are comprehensive for the CMP area; there are other partial travel time data sources from other vendors. For now these will be considered to be supplemental data sources.
- Tom discussed the status of crash data and the crash analyses being conducted. Although crash rate is not a primary metric in the CMP, there can be a relationship between locations having high crash rates and non-recurring congestion. This was the reason that crash data and crash analyses are being included in the CMP. Tom said that crash data from West Virginia are still missing; Stantec has obtained crash data from Kentucky and Ohio. Bill Murray from WVDOH said that Chris Kenzie from the Traffic Engineering Division was the primary point of contact and has been working to compile the most recent crash data for the West Virginia portion of the study area. Bill will contact Chris to determine the status.
- Greg Rawlings asked if both recurring and non-recurring congestion are being addressed as part of the CMP. Tom explained that, due to funding limitations, only recurring congestion can be addressed during the initial development of the CMP. Stantec has proposed an approach for addressing non-recurring congestion that implements the methodology developed as part of the

SHRP 2¹ Project Lo8 (Incorporation of Travel Time Reliability into the *Highway Capacity Manual*) research. The intent is to integrate this methodology into the CMP as future funds become available. Tom added that non-recurring congestion is a bigger problem in the Greater Huntington area than recurring congestion; thus, it is important that future versions of the CMP include the ability to address non-recurring congestion.

- Tom discussed the apparent gap in coverage as part of the draft National Primary Freight Network that has been proposed. The section of Interstate 64 in Kentucky from Lexington to US 23 in Boyd County is not part of the proposed network. Terri Sicking discussed this issue with Bernadette DuPont of FHWA. The US DOT Secretary has designated a total of 27,000 miles nationwide for this primary freight network and is seeking comments. Tom advised that the MPO recommend that the portion of I-64 in the CMP study area include all of I-64 and provide this comment to FHWA. The comment period runs through January 17, 2014.
- Comments on the proposed CMP network are to be provided to Saleem Salameh, who will distribute them to the rest of the stakeholders. Tom asked that any comments be provided by December 13, 2013. Phil Biggs requested that Industrial Parkway (KY 67) in Greenup County be added due to it becoming a major freight access route and hazardous materials bypass route of downtown Ashland. At one time the City of Ashland issued an edict that trucks carrying hazardous materials go around the city. Industrial Parkway now facilitates this.
- Scott Ferry asked about stakeholder outreach – what activities have been conducted and what activities are planned. Tom said that the extent of stakeholder outreach to date has been the meeting and conference calls with this group. This is because of the tight schedule in submitted the document to FHWA/FTA by the January 18 deadline. An attempt at further stakeholder outreach will be made after that date, particularly with respect to identifying congested locations, to the extent feasible. [Note: The current consultant contract does not contain any public meetings as part of the CMP development.]
- The next stakeholder conference call will be held on **Tuesday, January 7, 2014, 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.

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¹ <http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Blank2.aspx>