

Stakeholder Conference Call

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

Date/Time: January 7, 2014 / 1:30 PM
Place: Conference Call
Next Meeting: To Be Determined
Attendees: Phil Biggs - KYOVA
Saleem Salameh - KYOVA
Jody Sigmon - KYOVA
Bethany Wild - KYOVA
Terri Sicking – FIVCO/KYOVA
Andrew Hurst - ODOT
Dave Moore - ODOT
Sam Granato - ODOT
Laura Toole – FHWA-Ohio
Greg Rawlings – FHWA-Kentucky
Scott Ferry - RIC
Andrew Nichols – Marshall University
Bill Murray - WVDOH
Paul Davis – Tri-State Transit Authority
Jennifer Woodall - Tri-State Transit Authority
Jason Workman – FHWA-West Virginia
Thomas Witt - KYTC
Kevin Burgess – FHWA-West Virginia
Elwood Penn - WVDOH
Perry Keller - WVDOH
Tom Creasey - Stantec

Distribution: CMP Stakeholders

Discussion Items:

- The submittal deadline for the CMP report is January 18, 2014 (a Saturday). Saleem Salameh indicated that the report will be submitted on January 17th. The report will be e-mailed to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
- Tom Creasey clarified that the document that will be submitted will be a draft report. The report will establish a framework for the study and establish the Congestion Management Process (CMP) that has been developed. The report will be populated with evaluation materials to the extent that it can be populated. Tom explained that, as this represents the initial cycle of the CMP, not all of the needed data are available, or data were available but a significant level of effort and time to process the data was necessary. Thus, the draft report to be submitted will include some placeholders for additional evaluations and results that will be completed after the January submittal. This is because the data were not complete and/or were obtained from multiple sources, thus increasing the time and effort needed to analyze the data. As an example, travel time data were obtained from multiple sources; no one source was available from which there were travel time data that covered the entire

CMP network. Tom pointed out that there were no travel time data for US 60 in West Virginia. (Note: The travel time data were checked – travel time data for only a very small segment in Putnam County were available as part of the data provided by RIC.) The travel time data that were used were collected at different times and came from different sources. Tom stressed the importance of obtaining more travel time data over time for the entire CMP network as the CMP matures. A big issue will be working with data that are available already; i.e. at no additional cost.

- Tom also discussed the difficulty in obtaining and analyzing crash data. The data from Kentucky and Ohio were spatially referenced to a GIS already; the data obtained from West Virginia were not. Thus, additional time will be needed to manually correlate the West Virginia crash data with the GIS version of the CMP network.
- Tom explained that work on the CMP will continue beyond the draft report; the report will document the established process, data sources, performance measures, and evaluation results that have been produced at the time of the submittal. The compressed time frame and limited financial resources (i.e. having to rely on existing available data and not collecting additional data) have contributed to not having a fully completed CMP in time for the January 18th deadline.
- One of the congestion performance measures that will be used to identify congested locations and quantify the congestion is volume-to-capacity (V/C) ratios from the travel demand models. Tom explained that each of the three regional travel demand models used (Ashland Area model, KYOVA model, and RIC model) computes capacity a little differently, therefore the V/C ratio is not the best indicator of congestion when applied at a regional level. It was pointed out that the V/C ratios were computed directly from model output; no further adjustments were made to account for the discrepancies across the three models. Including V/C as a performance measure in this initial CMP cycle demonstrates the need for a single regional model that can be applied as a high-level congestion screening tool.
- Level of service (LOS) based on planning applications of the Highway Capacity Manual (HCM) is another performance measure that will be included in the CMP. An explanation of the methods, along with themed LOS maps, will be included in the report. Thomas Witt asked if detailed turning movements and traffic volumes were necessary for computing LOS and if these would come from the travel demand models. Tom explained that planning applications (using a number of default values and simplifying assumptions) of the HCM for urban streets (i.e. arterials) are focused on through traffic flow along street segments; thus, turning movements at individual intersections are not needed. Detailed intersection analyses, for which turning movements are needed, would result from CMP recommendations for more detailed study at some congested locations upon which recommended congestion management strategies would be based.
- Travel time index (TTI), the comparison of congested speed or travel time to free-flow speed or travel time, is a key performance measure that will be included. Maps of travel time indices will be presented in the report.
- Travel time variability can be addressed on a limited basis with the existing data. Travel time variability relates to the daily variation in peak period travel time due to weather, incidents, construction activities and special events. Project resources and related data were not sufficient for this initial cycle to provide detailed analyses of travel time variability. Crash analyses will be used as a surrogate for travel time variability – roadway segments with higher-than-normal crash rates are likely to produce non-recurring congestion due to incidents.

- Phil Biggs asked if information could be obtained for the CMP from the traffic signal system operated by the City of Ashland. He asked if there were other systems from which similar information could be obtained. Tom explained that some limited information on signal timing could be obtained and used, but that most of these systems employed previously-determined signal timing parameters and they characteristically are not used to produce traffic count data. Tom advised that the CMP is a good link for making recommendations to enhance traffic signal systems. Travel time information would be the primary metric for which the case for signal system upgrades could be made.
- After the draft report submittal, the focus will be on obtaining the additional data that are needed (if available) and finalizing the analyses. This will not be a change to the process itself, but rather will fill in some of the gaps that will be identified in the draft report. At this point, it will be more appropriate to hold a stakeholder meeting instead of a conference call. A meeting with the KYOVA Policy Board is planned within this general time frame.
- Tom also pointed out the importance of developing a GIS-based Decision Support System (DSS) to organize and store the data that have been obtained and analyzed. As the CMP is a cyclical process, we don't want to go through all of this again (that is, obtaining and organizing the data) as this original effort has been somewhat inefficient due to the absence of a DSS. The starting point will be where we are with the data that we have and what we need to do in order to move forward through subsequent cycles.
- A part of the CMP documentation will be recommendations for improvements/enhancements in future cycles. An example of this will be a recommendation to enhance the capability of the CMP to address non-recurring congestion (i.e. congestion that occurs due to weather, incidents, work zones, special events, etc.). This initial version of the CMP is not well-suited to address this, but Federal guidance is that CMP's should include the ability to address non-recurring congestion. Another part of the final report will be to include stakeholder input on areas of both recurring and non-recurring congestion, particularly those areas that might not be identified using the tools that have been established. Other recommendations for enhancement to the CMP will be more complete travel time data and the ability to address truck levels of service as they are affected by congestion. Finally, recommendations will include a more comprehensive inclusion of other travel modes (transit, for example).
- Tom noted FHWA review and comment on the draft report and the importance of receiving this review in time for completion of the final report. Tom clarified that the report submitted on January 17th will document the CMP process; it will include placeholders for the sections that have not been completed yet. Between the submittal and completion of the report, those gaps will be filled in to the extent that they can be filled in. For sections where the data are incomplete (travel time data for some facilities within the CMP network, for example), these will be noted with recommendations for enhancement to the CMP in the next cycle. Kevin Burgess of the FHWA-West Virginia stressed the importance of documenting the process as part of the report to be submitted on January 17th. Greg Rawlings of FHWA-Kentucky said that his office would be able to review and provide comments in a timely manner. Tom said that 30 – 45 days would be a reasonable time frame to receive FHWA comments.
- Tom stated that this contract (between KYOVA and Stantec) runs through June 30, 2014; he would like to finalize the CMP report in early May if possible.

- A meeting with the CMP stakeholders is tentatively planned for late February or early March. A meeting with the KYOVA Policy Board to update the CMP is planned for this same time frame as well. Phil Biggs advised allowing time to incorporate FHWA and stakeholder comments into the presentation to the Policy Board presentation.

The meeting adjourned at 2:20 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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