

March 3, 2020

MEMORANDUM #2020-39

TO: Hampton Roads Transportation Operations (HRTO) Members & Guests

BY: Keith M. Nichols, PE – Principal Transportation Engineer

RE: HRTO Subcommittee Meeting – March 9, 2020

An HRTO Subcommittee meeting will be held at 9:30 a.m. on Monday, March 9, 2020, at the **Regional Board Room, 723 Woodlake Drive, Chesapeake.**

The meeting will be conducted by Mr. Mike Miller (VDOT), HRTO Co-Chair.

1. Public Comment Period

2. Summary Minutes of January 6, 2020 Meeting

Minutes of the previous HRTO meeting are attached.

Recommended Action: Approval

Attachment 2

3. Hampton Roads Operations Strategy – Route 17 Integrated Corridor Management Test Bed

9:30 a.m. – 10:00 a.m.

The HRTPO Board allocated \$400,000 in Regional Surface Transportation Program (RSTP) funds for a Regional Operations Strategy (UPC #105492) based on a request from the HRTO Subcommittee. The first phase of the Hampton Roads Operations Strategy was completed in May 2016, and the Subcommittee voted to develop the next phase of the Regional Operations Strategy in February 2018.

As part of the Hampton Roads Operations Strategy, the HRTO Subcommittee discussed at the January meeting moving forward with implementing Integrated Corridor Management on one of the Corridors of Regional Significance. The Subcommittee voted on and approved using the Route 17 Corridor in Suffolk and Isle of Wight County as the test bed.

Mr. Mike Miller (VDOT) and Mr. Robert Lewis (Suffolk) will provide an update to the Subcommittee.

4. Strategies to Help Mitigate Traffic Congestion during Interstate Construction

10:00 a.m. – 11:20 a.m.

Over the next five years, a number of generational improvements will be underway on the regional Interstate Network, including continued construction on I-64 Peninsula Segment 3, Phase 2 improvements at the I-64/I-264 Interchange, widening of I-64 and the High Rise Bridge in Chesapeake, extending the Express Lanes network, and the HRBT Expansion project.

VDOT is developing a Traffic Mitigation Team in order to ensure that the regional roadway network is operating as efficiently as possible given the overwhelming amount of upcoming construction on the Interstate system. This team is expected to meet monthly to evaluate and prioritize issues related to mitigating congestion.

Mr. Mike Corwin (VDOT) will initiate a discussion regarding concepts and strategies to help mitigate traffic congestion throughout this construction period.

5. HRTPO Update

11:20 a.m. – 11:25 a.m.

Keith Nichols and Sam Belfield (HRTPO) will update the HRTPO on recent operations-related HRTPO actions and recent actions of VDOT's RCTO-TIM (Traffic Incident Management) Committee.

6. For Your Information

11:25 a.m. – 11:30 a.m.

7. Next Meeting Schedule, Location, and Agenda Items

The next HRTPO meeting is scheduled for Monday, April 13, 2020, at 9:30 a.m. This will be discussed further at this month's meeting.

KN/ka

Attachments

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HRT0 Subcommittee:

Leo Blades, HA

Kamlesh Chowdhary, HRT

Ken Coody, VDOT

Randy Cooper, NN

Michael A. Corwin, VDOT

Scott Cowherd, VDOT

Kevin Eppley, CH

Brian C. Fowler, NO

Frank Hickman, VB

Stephen P. Kopczynski, YK

Robert E. Lewis, SU

Michael Miller, VDOT

Barbara Nelson, VPA

Mike Shahsiah, VB

Eric Stringfield, VDOT

Danny Williams, PO

James Wright, PO

DRAFT HRTTO Subcommittee Minutes – January 6, 2020

HRTPO, Chesapeake, VA

The meeting was chaired by Robert Lewis (Suffolk). The meeting started at 9:30 am.

1. Public Comment Period

- Nobody from the public requested to speak.

2. Minutes of the September 16th meeting were reviewed. Motion for approval was made by Frank Hickman and seconded by Leo Blades. The minutes were approved.

3. Hampton Roads Operations Strategy

- Mike Miller (VDOT) introduced the topic by discussing the four concepts of tasks from Slide 22 that the HRTTO Subcommittee approved last month.
 - Define the concept of Active Traffic Management (ATM) for Regional Operations, as well as system requirements and specifications.
 - Deployment Schedule and detailed design of ATM devices and deployment on CoRS.
 - Identify semi-automated ATM action plans and the associated inputs.
 - Develop ATMS reporting performance systems standards.
- Mike M. met with the consultant on this topic and noted that there is still \$198,000 in the task. Rather than moving forward with a full engineering process, VDOT wants to see something get implemented.
- Mike M. noted that VDOT is currently implementing a similar strategy on the I-81 corridor. There are signed MOUs between VDOT and localities in place for this, and these agreements can be used here as examples.
- Mike M. asked what are some low hanging fruit that VDOT can hang its hat on? In terms of CoRS?
- Mike M. noted that he and Robert had a discussion on this topic. He noted that good examples could include Virginia Beach Boulevard and Warwick Boulevard, and they also discussed the Route 17 corridor in Suffolk and Isle of Wight County. This corridor has less risk than Virginia Beach Boulevard and Warwick Boulevard.
- Randy Cooper (Newport News) noted his concerns regarding communication capabilities. We need connections and need to resolve IT/security issues. Mike M. agreed and noted that we would need to ensure a communications link and security for any corridor we choose.

Mike M. added that Warwick Boulevard would be an issue since there is currently no VDOT fiber directly to the Newport News TOC. We would have to use city fiber. Randy also noted that another issue is software. Mike M. responded that this project would have to replace a city controller with a VDOT controller if it is not compatible with KITS.

- Robert Lewis (Suffolk) mentioned that we can keep doing this with consultants or we can see if we can make this work. Somebody needs to be a guinea pig. Mike M. added that the VDOT Commissioner is very behind this effort, as is the District Engineer.
- Mike M. mentioned that we talked a lot about the Route 17 Corridor. The controllers and comm are already in place and are KITS compatible. This corridor would not be as complicated as Virginia Beach Boulevard. It would be a good corridor to use as a test bed so that we can figure out the hiccups, and then there is an opportunity moving forward for more complicated corridors.
- Robert L. noted that agreements may be the most complicated factor, and hardware may be the easiest. He then asked what does the group think about trying a corridor first rather than another study?
- Frank Hickman (Virginia Beach) agreed with doing a test case. He noted that he was concerned about how city hardware will be compatible with the state, and getting city staff dedicated to the VDOT TOC would not be easy. It needs to be a largely automated and seamless process. Frank asked if we need to run two separate systems for this?
- Mike M. responded that he thinks CoRS would be run with KITS. This is difficult with crossing coordinated corridors (i.e. Independence Boulevard with Virginia Beach Boulevard.) If we can figure this out in a test bed it will help, but it is being done in the I-81 corridor.
- Randy C. asked if we see this as using preset plans? Mike M. responded yes, and that we want skilled operators (rather than an engineer) to be able to handle it. Robert added that these preset plans would only be put in place for unique circumstances. Randy C. noted that Newport News has preset plans for certain circumstances, but also special plans for certain corridors based on observed traffic.
- Ken C. mentioned that we're pretty much doing it now, but without coordination, it takes a phone call. This is making it more formalized, but tweaking plans will go back to localities. Sam Belfield (HRTPO) added that essentially the TOC would be using city presets and implementing them off hours.
- Robert noted that the vast majority of these incidents occur during working hours. It is important to get rid of the 15-minute delay in communication, after which we can't recover. Randy added that this would also give VDOT time to get in touch with localities if it's not working well.
- Iris Vaughn (FHWA) noted that FHWA is willing to facilitate setting up MOUs. Rick Denney with FHWA can help with developing documents and sharing examples.
- Steve Hetrick (Albeck Gerken) asked who would be making the decision to implement these timing plans? Mike M. responded that there would be predefined plans, and skilled operators would implement them at the TOC. Ken Coody (VDOT) added that ERC is testing using equipment in their trucks at the Downtown and Midtown Tunnels that automatically communicate with Waze when their lights are turned on.
- Steve H. asked how long it will take to see results? Robert and Mike M. responded that pending funding, it shouldn't take too long. Need to receive firmware on controllers,

and minor fiber splicing will also be necessary. The biggest issue will be agreements. Maybe 6 months to a year?

- Steve H. mentioned that we need to see the benefits of this, hopefully though reports given to the HRTO. Mike M. responded that we will be sharing the agreements with the group.
- Robert noted that CMAQ/RSTP funding is still years out. We need to figure out what this will look like before searching for funding.
- Randy asked if we should also include Newport News on this corridor? The 17 corridor will impact signals on Mercury Blvd. Mike M. replied that this will impact Newport News. Newport News could slide in soon after the VDOT/Suffolk part works.
- Frank H. asked if this is recommended based on internal discussions at VDOT? Mike M. replied that the District Engineer has been asking how long this will take and how much funding will be needed. Mike M. mentioned that he will be attending quarterly meetings/discussions with city managers, and Leo Blades (Hampton) added that city managers will need to know about this.
- Robert noted that if this works really well then all other cities may want to jump on. If it doesn't work well then maybe not. Leo added that that's why it is a good idea to have a test bed.
 - Robert mentioned that the signal at Mercury Blvd/River Road in Newport News may need to become a KITS signal. Randy replied that we'll have to address whether KITS can work with city signals or switch Centrac's controllers to KITS controllers. All computers would need to be able to handle it. Mike M. added that he doesn't see being able to handle controllers with two separate software packages. The long term plan would be to migrate to KITS. Randy mentioned that Econolite Cobalt controllers will handle KITS, but ASC-3 controllers may not.
- Frank H. asked if we are looking at V2I and V2V as part of this, such as SPaT flow? Would that get us additional funding? Mike M. responded that this is a big issue from data standpoint. Do cities want to store this on their servers? or have VDOT store and share? Robert added that he can't see a security issue with the data so he sees it as a win-win if VDOT stores V2I data.
- Randy asked how do we see doing the analysis for the test bed? Mike M. responded that when VDOT purchased KITS they also bought crowdsourced data from many sources including throughput data, which is good but may not be an accurate sample. VDOT also purchased real-time SPaT data as part of it. Keith Nichols (HRTPO) asked if VDOT has done this analysis with KITS yet? Mike M. responded not yet, but are starting to in NoVa, and we will share that with the HRTO.
- Randy asked which localities currently have KITS? Mike M. responded that Norfolk does, and VDOT has it but is not pushing to cloud yet. Suffolk does not.
- Randy noted that we need quick communication with other localities, like text or email. Mike M. responded that KITS has a very robust log of who did what when. Ken C. added that we can include cities on 511 emails.

- Steve H. asked how this will be funded? Will it touch the remaining \$198,000? Mike M. replied that we would like for the consultant to document this entire process, and how it moves forward. VDOT and Suffolk will figure out how to get KITS funded on the Suffolk portion of the corridor.
- **Frank made a motion that VDOT and Suffolk will move forward with a test bed on Route 17 per the discussion. Leo B. seconded the motion. The motion was approved.**
- After the motion passed, Robert noted that we need to redirect Kimley-Horn to utilize funding to document the test bed for lessons learned, the process, agreements created, etc. Mike M. added that most agreements will be largely preexisting from VDOT and will go through the state process.
- **Leo B. made the motion to approve Robert's concept. Frank seconded the motion. The motion was approved.**
- Robert wrapped up the topic by noting that they will share the scope of services with the HRTPO once they come from the consultant.

4. HRTPO Update

- Sam Belfield (HRTPO) provided an update on the RCTO-TIM Committee related to the meeting held on November 12th. Highlights of the presentation include:
 - SHRP 2 "TIM" Training update – 7,038 trained total since 2011
 - VDOT Hampton Roads Harbor Tunnels Exercise and Evaluation Program presentation by Jack Carper, Emergency Response Coordinator (Hampton Roads Harbor Tunnels)
 - 2018 Drills/Exercises
 1. April – HRHT Statewide tornado drill
 2. May – MMMBT Car fire functional exercise
 3. July – Hurricane table-top exercise
 4. Aug – Abandoned vehicle table-top exercise
 5. Oct – Great Southeast Shakeout – Earthquake Drill
 - 2019 Drills/Exercises
 1. April – HRHT Operations Tornado Drill
 2. April – HRHT Statewide Tornado Drill
 3. May – HRBT Table-Top Exercise
 4. May – HRHT Hurricane Table-Top Exercise
 5. July – MMMBT Table-Top Exercise
 6. Oct – HRHT Great Southeast Shakeout Earthquake Drill
 7. Oct – I-564 Table-Top Exercise
 - ERC Drills – Elizabeth River Tunnels close Midtown and Downtown Tunnels twice per year for maintenance and during closures they conduct incident exercises
 - Upcoming TIM/Safety Events in 2020
 1. Strategic Highway Research Program (SHRP 2) TIM training – February 11 (8am-12pm) – VDOT TOC in Virginia Beach

2. Highway Safety Summit – Apr 28-30, 2020 Northern VA (pending)
 3. Virginia Fire Chiefs Expo – Feb- 19-23, 2020 Virginia Beach
 4. Virginia Hazmat Conference – September 9-13, 2020 Norfolk
 5. Distracted Driving Summit – November 12-13, 2020 Virginia Beach
 6. H.O.T. Tow Training - In Planning
 7. Hampton Roads TIM Open House - April 2020
 8. Life Savers Conference – March 15-17, 2020 Tampa
- Next RCTO-TIM Meeting is planned in April/May 2020

5. For Your Information

- Robert L. mentioned the Mid-Atlantic International Municipal Signal Association (IMSA) Conference will be coming up in Suffolk. The conference will be held on March 3rd, with training days on March 2nd and March 4th – 6th.

6. Meeting Schedule

- The next HRT0 meeting is scheduled for February 10th, 2020. If the room is available, the meeting will be held at Sandy Bottom Nature Park in Hampton.

The meeting adjourned at 10:40am.

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HRTO Invited Guests:

Jim Brennan, GTT
Tim Breslin, CH
Chad Brooks
David Brown, VSP
Mecit Cetin, ODU
Jonathan Clark, Open Roads
Dwayne Cook, VDOT
Steven Cover, VB
Barbara Creel, WATA
Kevin Crum, SNJB
Leon Dextrateur, VB
Doug Draper, CH
Michael Felix, NO
Robert Gey, VB
George Glazner, NN
James Gray, HA
Robin Grier, VDOT
John Hendrickson, PBQ&D
Steve Hetrick, AG
Jeffrey B. Holland, CBBTC
Robert T. Holloway, Jr., PQ
John Horner, Q-Free Open Roads
Chuck Houck, NO

Amanda Jacobs, JC
Amanda Jarratt, FR
Daniel E. Jenkins, FHWA
Alan Jensen, P.E., NAVY
Michael W. Johnson, SH
Raymond Khoury, VDOT
Charles Lavene, Norfolk Airport
Ric Lowman, VB
Ryan McLane, ERC
Jeff Minnix, ERC
Jessie Neal, VDOT
Iris Rodriguez, FHWA
Safety Officer, NN
Mark Sawyers
Mark Solesky, CH
James Stanek, VDOT
Gregory S. Staylor, CH
Omarr Tobias, U.S. Navy
Charles E. Vidrine, NAVY
Reginald Viray, VTTI
Keith Whitley, VSP
Alaine Winslow, SU
Jeff Wise, NO

Copy: Mike Kimbrel
Keith Nichols
Sam Belfield
Rob Case