

AGENDA ITEM #12: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION OPERATIONS SUBCOMMITTEE MINUTES

The minutes from the March 9, 2020 meeting of the Hampton Roads Transportation Operations (HRTTO) Subcommittee are attached.

Attachment 12-A

B. LONG-RANGE TRANSPORTATION PLAN SUBCOMMITTEE MINUTES

The minutes from the June 3, 2020 meeting of the Long-Range Transportation Plan (LRTP) Subcommittee are attached.

Attachment 12-B

C. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The report for July 2020 is attached.

Attachment 12-C

FINAL HRTPO Subcommittee Minutes – March 9, 2020

HRTPO, Chesapeake, VA

The meeting was chaired by Robert Lewis (Suffolk). The meeting started at 9:35 am.

1. Public Comment Period

- Nobody from the public requested to speak.

2. Minutes of the January 16th meeting were reviewed. Motion for approval was made by Ken Coody and seconded by Mike Shahsiah. The minutes were approved.

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

- Mike Miller (VDOT) introduced the topic by noting that the test bed will be set up in the near future, and the corridor will be tested in the next 30 days.
- Mike M. added that an issue is how do we make KITS software work with 10 VDOT and 9 Suffolk signals in the Route 17 corridor? VDOT controllers run on D4 firmware while Suffolk controllers run on Omni firmware. The consultant thinks that KITS will talk to both firmware sets and that Suffolk and VDOT won't need to change any controllers.
- Robert Lewis (Suffolk) mentioned that they are testing a controller in their shop. It is essentially a real world test with the firewall. So far it looks promising.
- Mike M. stated that they've run into some challenges on their end with VITA. VDOT will be going to do a cloud solution, but that means it probably can't be ready until June 1 rather than April. He feels good about where we're at with this, this will be a good example.
- Chris Mills (WSP) added that it's good that this will be an open source platform with interoperability that can be modularly replaced.
- Robert noted that they met last week with the District Engineer, and he mentioned that this could be a statewide model. Mike M. added that the Commissioner is also a champion for this type of collaboration. This could lead to more open architecture.
- Robert wrapped up the topic by noting that they will demo the project for the group in the not so distant future.

4. Strategies to Help Mitigate Traffic Congestion During Interstate Construction

- Mike Corwin (VDOT) started the topic by making a presentation. Highlights of the presentation include:
 - Intent – What do we want to accomplish?
 1. Unprecedented construction over the last 5 years
 2. Continue to have several large ongoing projects
 3. Anticipate additional large program in future
 4. Learn from these experiences to better mitigate impacts in the future

- Past Experiences
 1. I-264/I-64, Norfolk to Virginia Beach - Pavement Failure, Expand Allowable Lane Closure Hours
 2. I-64, Segment 1 Jefferson Avenue to Lee Hall - Crashes increased, Public info campaign to use Route 460, unintended consequences where Route 460 crashes increased
 3. Carmageddon - July 2, 2009
- Concept – What & when are we going to focus on?
 1. Major Projects Impacting the Region - I-64 Peninsula Widening- Segment III, I-64/I-264 & Witchduck, I-64 Southside Widening and High Rise Bridge, HRBT Expansion activities, Express Lanes
- Objectives – What steps are we going to take?
 1. Overall:
 - a. How do we measure success?
 - b. What are our milestones?
 - c. Predictive analysis – Where do we get hit hardest?
 - d. Public Education & Awareness
 - e. Maximize safety of workers and the traveling public
- Resources – Who do we have to work with?
 1. Participants – VDOT, Localities, VSP, HRTPO, FHWA, VTRC, Consultants, Military, Transit
- Integration – How do we pull it all together?
 1. What are short, medium and long term happenings?
 2. Impact on military and emergency response
 3. Review and deal with entire Regional Network
 4. Political sensitivity
 5. Who are we trying to reach and influence?
 6. How do expenses get covered?
 7. Will changes be permanent or temporary?
- Branches and Sequels – What do we do next and when do we do it?
 1. Advanced traffic operations and control strategies such as ramp metering, Integrated Corridor Management (signal adjustments), reversible lanes, lane closure restrictions, and truck restrictions
 2. Extensive public outreach to the public - at-large and to targeted groups
 3. Work through HRTO
 - a. Establish better communications between TOC and Localities
 - b. Establish MOU's on incidents, signal and camera control.
 - c. Establish afterhours response capabilities for localities that do not have 24/7 Operations Centers.
- What's Next...

- Mike C. noted during the presentation that the group will probably meet about once a month. He also noted that VTRC is doing research on what other areas have done.
- Robert mentioned that we can expect even more construction with the additional funds recently approved by the General Assembly.
- The branches Slide led to a discussion on ramp metering. VDOT has a ramp metering study underway for the HRBT and southbound MMMBT. The study should be done in about 90 days. The reason for the study is the concern that travelers are using GPS/Waze to get around tunnel backups and backing up city streets.
- During the Work through HRT0 slide, Mike C. noted that the District Engineer is a champion of better communication with localities. The VDOT Commissioner sees value in this too.
- Mike C. wrapped up the presentation by asking how do we proceed?
- Chris Mills stated that ATMS systems are going to be required, especially at the HRBT, because of the need to adapt to traffic conditions in real time. He also discussed dynamic merge control, as compared to ramp metering. He mentioned that dynamic merge control makes for easier merging because it controls main line traffic, and it's good with short acceleration lanes.
 - Mike M. asked Chris if there is any research out there, and Robert asked if anybody has used this. Chris responded that yes it has been used, and FHWA has examples from around the country.
 - Mike M. added that out of the box thinking is exactly what we're looking for.
 - Mike C. asked if dynamic merge control would have the same impact of moving vehicles off of the local roadways.
 - Robert asked Mike C. about the timetable. Mike C. responded they are looking to meet one a month, and looking to meet again in early April.
- Karen McPherson (McPherson Consulting) noted that many locality staff members leave at 4 pm, which is in the middle of rush hour. She added that to start the dialog it might help to have cities choose one location in their locality to emphasize. Each city is unique so baby steps might work better. Olga Beltsar (Norfolk) agreed with Karen that it will work better to try one intersection/location at a time. This will be more likely to be successful, especially for Norfolk.
- Robert mentioned that the reality is that we can't man our systems 24/7, we will need to work with VDOT for those 5 am crashes. He added that it will mean localities will have to give up some control, it's regional in nature.
- Mike Shahsiah (Virginia Beach) mentioned that he talked with city controller guys, and while the city won't give up total control of signals, if it is a joint effort for hand off of control during off hours they think it can work once the IT issues are worked out. Robert added that their city is the same way, and it will only be predetermined responses that VDOT can implement in the off hours. There are a lot of MOUs that need to be worked out.

- Ken Coody (VDOT) agreed with what everybody has said so far and that VDOT also doesn't want the TOC implementing a plan on a city street that isn't already approved. He added that OpenTMS Release 3 is coming out in the next 4-5 months, and it will be the first time all VDOT systems will be interoperable, including with the tunnels. This will help with handing off control between the TOC and tunnels as necessary.
- Mike S. added that the current 15-20 minute lag from when a crash occurs on I-264 until the city can respond is the main issue.
- Robert wrapped up by saying that the HRTPO Subcommittee will be a great start for this, and that we need to include responders and other groups. We may hold the HRTPO meeting, adjourn and then have the meeting immediately afterward with the group.

5. HRTPO Update

- Sam Belfield (HRTPO) provided an update to the committee on a number of items. Highlights of his presentation include:
 - The next RCTO-TIM Meeting is scheduled for September 15, 2020 at 9:30am at HRTPO.
 - Strategic Highway Research Program (SHRP 2) TIM training – Thursday, March 12 from 8 am – 12 pm at the VDOT TOC in Virginia Beach.
 - Upcoming TIM/Safety Events in 2020
 1. Life Savers Conference –March 15-17, 2020 in Tampa
 2. Highway First Responders Expo –Sat April 18, 2020 10am-2pm at VDOT District, 7511 Burbage Dr, Suffolk
 3. 2020 Highway Safety Summit – Apr 28-30, 2020 in Alexandria
 4. Virginia Hazmat Conference – September 9-13, 2020 in Norfolk
 5. Distracted Driving Summit – November 12-13, 2020 in Virginia Beach
 6. H.O.T. Tow Training - In Planning

6. For Your Information

- Robert mentioned that attendance was scarce at this meeting. He added that having two staff members from each locality may help. We're going to reach out to localities to help ensure better attendance at future meetings.
- Mike Shahsiah mentioned that the Mid-Atlantic American Public Works Association (APWA) Conference will be coming up in Virginia Beach at the Convention Center. The conference will be held on May 5th – May 8th.
- Robert mentioned that VASITE will be held in early June this year (June 10-12) at the new Marriott in Virginia Beach.

7. Meeting Schedule

- The next HRTPO meeting is scheduled for April 13, 2020 at HRTPO.

The meeting adjourned at 10:30 am.