

CTB Innovation and Technology Subcommittee Meeting

Meeting Minutes
February 16, 2017 at 7:30 AM
1221 E. Broad Street
Richmond, VA 23219

CTB Members Present:

Hap Connors, Jr.
Alison DeTuncq
Mary Hynes Hughes
Scott Kasporwicz
Court Rosen
Shannon Valentine

Mr. Connors called the meeting to order at 7:30 AM

Agenda Items

1. Innovation and Transportation Technology Fund Program Update

Mr. Dean Gustafson provided a summary update of eight current ITTF projects. Several of the projects were discussed in greater detail:

- **I-95/I-395 ICM Program:** Includes I-95 Ramp Metering, Park and Ride Lot Parking Management and Data Portal. It was noted that this project compliments the 395 HOT lanes project and can provide users with more choices
- **I-64 WB Over-height Vehicle Det.:** Construction is underway and has a planned completion date of November 2017. This is a system to identify and divert over-height vehicles before they get to the tunnel. Currently it is difficult to pull vehicles aside and get them turned around at the tunnel. There have been instances where damage to the tunnel has occurred due to over-height vehicles trying to enter. A suggestion was made by the board to look into providing information to drivers thru apps and tools such as Waze as part of this project.
- **Arterial Operations Improvements – US 60, US 17, Route 143 and Route 199:** These are single on-call contracts across the state. Scoping is underway and is anticipated to be completed in June 2017.
- **I-95 SB Hard/Dynamic Shoulder Running:** Scoping is underway and scheduled to be completed in June 2017. Involves using existing shoulder area to open an additional lane of traffic when the other lanes are saturated. The board raised some concern asking whether this should be considered a technology project considering the amount of pavement work included. Mr. Gustafson and Mr. Moore noted that there was a considerable amount of technology required to make a system such as this function and that the roadway work was more of a retrofit utilizing what is out there and not adding lanes. The board questioned whether other hard shoulder running projects were being considered. Mr. Gustafson responded that, while they are always reviewing options, that none were being considered at this time.

- **Richmond TOC:** Project to co-locate the Richmond TOC with the Richmond District and State Police. Mr. Gustafson and Mr. Moore noted that co-locating can benefit coordination with the TOC during inclement weather events and incident management. Design is underway and construction is scheduled to begin in late 2017.

Mr. Connors moved to the next agenda item and asked to complete the detailed review of ITTF projects and programs (beginning at Implement Emerging Technology) at a future meeting.

2. Enterprise Truck Parking System Briefing

Mr. Gustafson presented an update on the Statewide Truck Parking Solution. It was emphasized that Virginia is a key national freighter corridor. Mr. Scott Kasporwicz noted the shortage of truck parking along many of Virginia's interstate corridors. Many trucks end up parking along the shoulder or other undesirable locations. Lack of parking is not necessarily the only problem. Parking visibility and the lack of information for truck drivers to locate spaces is a major challenge. The inability of truck drivers to find spaces creates problems with driver fatigue and lost time. It is estimated that drivers on average spend 30 minutes searching for spaces, which is time that could be used hauling cargo.

While VDOT maintains 35 public rest areas where trucks can park, the majority of parking available to truck drivers is private locations. The goal of this program is to provide real time parking availability information in a way that is easy and safe for the driver to access. The best way to gather this information is through the use of space detection sensors and pole mounted cameras.

There are multiple ways the information can be shared, including, dynamic parking signs and mobile apps (including 511 and 3rd party apps such as Park My Truck). Each has advantages and disadvantages and the solution likely lies in using a combination of delivery methods.

Mr. Gustafson noted that the first priorities that are in phase 1 are I-81, I-95 and I-66. Phase 2 would consist of I-64, I-85 and I-77. The total cost estimate for all phases is \$4.2 million and includes everything. However, savings can be found by eliminating features like space sensors and dynamic parking signs.

Mr. Dale Bennett, President of the Virginia Trucking Association, emphasized the importance of this project. He noted that until the availability of spaces can be increased this is a good step to help drivers find spaces. Mr. Bennett also pointed out that most drivers do not like looking at apps and would prefer to have the information made available by a sign.

3. Automated Vehicle Strategic Plan Update

Ms. Cathy McGhee updated the members on the status of the proposed automation park and noted that the public hearing was recently held.

Ms. McGhee shared some brief information about the automated vehicles strategy. She noted the upcoming March 30th meeting on automated vehicles. It was mentioned that two CTB members should attend since this is not a formal public meeting. This meeting is intended as a workshop with private industry to aid Virginia in determining how it should position itself in the world of automated vehicles.

4. Upcoming Innovation and Technology Events Calendar

- Mr. Hap Connors requested Ms. Marshall Herman and VDOT communications to provide a media update to the committee at the next meeting.
- Mr. Kasporwicz mentioned interest in an Elon Musk transportation concept suggesting that the future of transportation is underground. He requested Mr. Gustafson research it in more detail.

Mr. Connors concluded the meeting at 8:30 AM.