MEETING NOTES: ***CTB Innovation Subcommittee***

DATE: Tuesday, February 15, 2022

TIME: 8:30 a.m.

The meeting of the Commonwealth Transportation Board (CTB) Innovation Subcommittee was held at the Virginia Department of Transportation Central Office Old Highway Building Computer Lab, 1221 East Broad Street, Richmond, VA 23219. Director of Transportation Research and Innovation Cathy McGhee called the meeting to order at 11:05 a.m.

Present: Mr. Rucker, Mr. Yates, Ms. DeTuncq, Mr. Stant, Mr. Kasprowicz, Mr. Johnsen, and Ms. McGhee.

Approval of October 2021 and December 2021 minutes – *The minutes from both meetings were approved without comment.*

Update on VDOT's Resource Sharing Program - Rob Hofrichter, Director, Office of Land Use provided an update on VDOT's Resource Sharing Program to include both fiber and cell towers. A handout (attached) was provided detailing both programs. With respect to cell towers, Rob stated that Code sets the fees for cell towers (a flat fee based on the height of the tower). Of the 75 towers, 46 are owned by VDOT. VDOT is in the process of selling these towers. Subcommittee members questioned the reasons for selling the towers given their potential to produce revenue. Cathy McGhee agreed to gather additional information on how this decision will be made and provide it to the subcommittee.

A question was raised regarding the process for monitoring work done under permit (fiber installation primarily). It was mentioned that the work areas sometimes lack the appropriate attention to safety. Rob responded that this is primarily a resource constraint issue. The number of permits issued continues to increase while available staff resources remain constant.

Rob discussed the recent RSAs for fiber (highlighted in handout). There was some discussion about the availability of detailed location information for fiber resources. VDOT is implementing an off-the-shelf tool, OSP Insight, to maintain an inventory of VDOT fiber and the Office of Land Use is working on a GIS-based system for permits that will provide better information on the location of utilities in the ROW.

Automated Traffic Signal Performance Measures (ATSPM) – Mike Clements, Grant Sanders, and Matt Bonacci from the Traffic Engineering Division provided an update on recent work to provide real-time performance data from traffic signals that will lead to improved signal performance. A very preliminary cost/benefit analysis on only 18 signalized intersections shows a benefit of 5.5 to 1. (see details in attached slides) Traditionally signal timing parameters are optimized and then left in place for a number of years before being optimized again for updated conditions. This results in declining performance and lost efficiency in the system. With ATSPM, declining performance is seen right away and can be addressed. The goal is that ATSPM will be deployed in 80% of the VDOT signals across the Commonwealth by the end of 2022.

A question was asked regarding locality-owned/operated signals and whether they can take advantage of ATSPM. VDOT does have a project that will include some locally-controlled

intersections and in addition, the procurement vehicles that VDOT is using to upgrade controllers and the central software are available for localities to leverage in their own procurements.

Another question was asked about vehicles that trigger a phase change prior to a right turn, causing the signal to transition to serve an approach that no longer has a vehicle demand. Staff replied that this could be addressed by programming a delay on the detector call so that if the call does not persist for 10 seconds (for example), a phase change would not occur. This change would need to be evaluated on a case by case basis. Route 13 on the Eastern Shore was mentioned as a good opportunity to try this.

As the meeting was running long, the discussion of future topics was postponed to the March meeting.

There were no public comments.

ADJOURNMENT: The meeting adjourned at 12:15 p.m. on February 15, 2022.