



## HIGHWAY COMMITTEE

There will be a meeting of the MARC Highway Committee  
**Wednesday, January 25, 2012, 1:30 PM**

Mid-America Regional Council, Broadway Room, 1<sup>st</sup> Floor  
Rivergate Building, 600 Broadway, Kansas City, Missouri

### Agenda

- 1) Welcome & Introductions
- 2) Approval of December 15, 2011 meeting summary
- 3) Review 2012 Highway Committee work plan
- 4) Review of adopted performance measures in Transportation Outlook 2040 used to assess system performance and condition
- 5) Overview of highway corridors to be examined with the MARC regional model
- 6) Other Business
- 7) Adjourn

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**MARC Highway Committee**  
**January 25, 2012**  
**Meeting Summary – DRAFT**

**Members Present**

Gary Lathrop, Missouri Co-Chair  
Larry Blankenship, City of Overland Park, KS  
Oliver DeGrate, City of Blue Springs, MO  
Leslie Fowler, KDOT (via conference call)  
Ron Freyermuth, City of Shawnee, KS  
Karen Gilbertson, FHWA-KS  
Steve Hansen, City of Liberty, MO  
Bill Heatherman, Unified Government of WyCo/KCK  
Joe Johnson, City of Leawood, KS  
Alonzo Linan, City of Olathe, KS  
Mike McDonald, City of Leavenworth, KS  
Sherri McIntyre, City of Kansas City, MO  
Allison Smith, KDOT  
Hope Visconti, MoDOT

**MARC Staff Present**

Ron Achelpohl  
Tom Gerend  
Jim Hubbell  
Stephen Lachky

1) **Welcome & Introductions**

Gary Lathrop, City Councilman of Belton, Mo., called the meeting to order and began introductions.

2) **Approval of December 15, 2011 meeting summary**

The first order of business was committee review and approval of the December, 2011 meeting summary. The meeting minutes were approved as is.

3) **Review 2012 Highway Committee work plan**

Jim Hubbell representing MARC displayed the 2012 Highway Committee work plan to the group and provided an overview of each quarter's expected items.

A copy of the work plan is attached with this month's minutes.

4) **Overview of highway corridors to be examined with the MARC regional model**

The next item on the agenda was a discussion on highway corridors to be examined with the MARC regional model. Jim Hubbell explained how the idea is to create a template with performance measures that are related to the individual corridors. The template could be shared with stakeholders to evaluate performance, address problems, identify solutions, or just as a basis of discussion. Ron Achelpohl pointed out to the committee how major routes (e.g., I-35) contain sub-sections that can be split up and identified as separate corridors. Jim Hubbell commented that MARC would first look at the regional model as a whole and identify complete routes to begin with. A committee member asked the group what initial corridors would be examined. Tom Gerend said that MARC will first identify major routes listed in Transportation Outlook 2040, but acknowledged that there'll be some degree of flexibility to add additional routes.

5) **Review of adopted performance measures in Transportation Outlook 2040 used to assess system performance and condition**

The committee then transitioned over to a discussion on adopted performance measures in Transportation Outlook 2040 (TO 2040), MARC's long-range transportation plan. Stephen Lachky representing MARC presented a PowerPoint outlining goals in TO 2040 and performance measures to assess them. He explained how the idea is to collect and track data on an annual basis, and how MARC staff is currently reviewing the measures and brainstorming recommendations to improve them. Tom Gerend added that providing this information to stakeholders is very important. MARC wanted to approach its modal committees to obtain feedback on MARC's recommendations. MARC wanted to approach the Highway Committee to obtain feedback specifically for measures related to system condition and system performance. Jim Hubbell then directed the Highway Committee's attention to the list of proposed recommendations. The group went through each recommendation with Jim providing pros and cons for each measure:

a. Pavement

- i. Data's currently obtained from a bad source that's unlikely to be updated.
- ii. MARC prefers to collect data for federal-aid system roads and from local sources where available. With this approach MARC can examine areas we're programming funds vs. results in pavement conditions.
- iii. Current approach has multiple pavement ratings. MARC prefers to have 1 rating system and possibly moving towards a Pavement Condition Index (PCI).

b. Bridges

- i. Data's currently obtained from a reliable source that's updated annually and can be broken down by county for the MARC region. No recommended changes.

- c. Travel Speeds
  - i. MARC's proposing to replace the observed-to-posted speed ratio with a Travel Time Index (TTI).
  - ii. Ron Achelpohl commented it may be valuable to supplement the data and include both measures. Additionally, the label "Level of Service" could be changed to "Travel Speeds" or "Speed Index".
- d. Network congestion
  - i. Data's currently obtained from the Texas Transportation Institute (TTI), which the Highway Committee finds is an excellent source.
  - ii. The issue is the current data measures Kansas City's urbanized area (UA) according to U.S. Census definition, which doesn't allow MARC to examine congestion by specific segments in the roadway network.
  - iii. MARC recommends integrating INRIX data to calculate individual segments for congestion. Tom Gerend added that MARC should continue providing a historical context of congestion (through TTI data), which is important as well.
- e. Incident Clearance Time
  - i. Data's collected by KC Scout and reported by MoDOT in an annual report.
  - ii. MARC recommends collecting additional data from KC Scout to obtain incident clearance time for the entire MARC region (including Kansas counties).
- f. Regional Travel Time
  - i. Data's currently obtained from MARC's Travel Time Study. No recommended changes.
- g. Average Commute Time
  - i. Data's currently obtained from TTI, but only measures Kansas City's urbanized area (UA) according to U.S. Census definition, which doesn't allow MARC to examine average commute time by specific segments in the roadway network.
  - ii. MARC recommends obtaining travel time reliability indices (Planning Time Index and Buffer Time Index) from KC Scout or calculating them from INRIX data.
  - iii. The Highway Committee pointed out that local-level changes typically don't affect this measure. The committee also mentioned that the performance measure "Network Congestion" already examines travel time reliability. The group felt MARC should consider replacing "Average Commute Time" and integrating this measure with "Network Congestion".
  - iv. Ron Achelpohl added that MARC should look into examining "transit reliability".
- h. Travel Delay
  - i. Data's currently obtained from TTI, which the Highway Committee finds is an excellent source.
  - ii. The issue is the current data measures Kansas City's urbanized area (UA) according to U.S. Census definition, which doesn't allow MARC to examine travel delay by specific segments in the roadway network.
  - iii. MARC will continue using TTI as the primary source for now, but will explore additional sources; additionally, MARC will examine "aggregate" delay more so than delay per driver.

**6) Other Business**

There was no other business.

**7) Adjourn**