



NORTH CENTRAL SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS

2016 Executive Committee

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NCITE Simulation and Capacity Committee (SimCap)

Meeting Date: September 20th, 2016, 1 to 3 pm

Location: MnDOT Waters Edge, 1500 W County Road B, Roseville, MN

Attendance:

Kevin Sommers – MnDOT
Jim Henricksen – MnDOT
Pat Otto – MnDOT
Jesse Larson – MnDOT
Graham Johnson - SEH
Haifeng Xiao – SEH
Phillip Kulis – SRF Consulting
Mark Powers – Stantec
Sudheen Dhulipala - WSB
Jim McCarthy - FHWA
Ben Hao – Hennepin County - **Chair**
Joe DeVore – SRF Consulting - **Co-Chair**

I. Introductions

II. Presentation by Jim McCarthy (FHWA): HCM 6th Edition - 2016 Updates

➤ HCM History

- 1950s – focused on interstate capacity
- 1965 – Added LOS criteria
- 1985 – added research/pedestrian/bicycle criteria
- 2000/2010 – New research and multiple parts

➤ Major changes for 2016

- Roundabout capacity
- Alternative Intersection Analysis

➤ Updates are usually made in online version 4 before the printed update. Online software includes updated sections and example problems

➤ Freeway Facilities updates

- Freeway work zone method
- Truck effects on operations
- Managed lane analysis for left side entering/exiting
- Calibration Techniques

➤ Urban Street reliability and Arterial work zones

➤ Alternative Intersection Analysis

- Added At-Grade interchange evaluation
- Experienced Travel Time criteria for use with J-turns and other alternative intersections.

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III. Presentation by Joe DeVore (SRF Consulting Group): Snelling Midway Soccer Stadium Transportation Study

➤ Study Background

- Stadium proposed to be open 2018/2019
- 20,000 seats expandable to 25,000
- Transit/Multimodal focused location

➤ Multimodal analysis completed using VISSIM/VISWALK

- Transit and Shuttle routes implemented with VISWALK areas

➤ Event Management includes:

- 31% to LRT
- 44% to shuttle to offsite locations
- How to route pedestrian to these transit locations.

➤ VISSIM model results used were Pedestrian Queuing and Pedestrian Network Performance.

➤ Visualization Video was made to show station area queues and identify improvement locations.

IV. Task Group Updates: The following updates were given on the different task groups.

➤ Update MnDOT Freeway Modeling Guidance: Freeway Calibration / Freeway Capacity / LOS Criteria / Transition Links / High Link Speeds (>80 mph):

- Lane by lane MOEs are important for CORSIM results moving forward.
- Using OD volumes made available from Inrix Data can be very beneficial for calibration.

➤ Mesoscopic/DTA modeling will have an update on the metro area model which includes all roadways inside the 494/694 beltway.

V. Round Robin/New Topics

➤ Phil Kulis commented that VISSIM testing showed that 1500 veh/hour were very hard to simulate through a single lane roundabout. With low gap acceptance, we was able to get 1300-1400 veh/hour.

➤ Mark Powers volunteered to share findings from the Rochester 2nd Street project for a future NCITE SimCap Meeting.

Next Meeting:

Presentation: TBD

Tuesday, November 22nd, 2016

1:00 pm – 3:00 pm at MnDOT Waters Edge