

**Regional Operations Plan Update – Workshop #2**

Date: 3 August 2010

Location: 31st Floor, Regional Enterprise Tower

**Attendees:**

Last Name	First Name	Organization	Email
Abraham	Shaun	PennDOT 10—0	shabraham@state.pa.us
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**Purpose:**

The purpose the meeting was to review focus areas and brainstorm needs and potential projects in each area.



**Agenda:**

The agenda of the meeting included:

1. Welcome & Introductions
2. Recap of ROP Workshop #1 (5/18/2010)
3. Focus Areas Needs Discussion
  - 1) Traffic Signals
  - 2) Incident & Emergency Management
  - 3) Traveler Information
  - 4) Institutional Change
  - 5) Transit – Highway Integration
  - 6) Freeway & Arterial Operations
  - 7) Freight Management
  - 8) Research
4. Operational Objectives & Performance Measures
5. ROP Update Process and Next Steps

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**Summary:**

- Smith (SPC) and Taylor (GF) provided an introduction to the workshop by presenting an overview of the ROP update process, recapping the previous workshop, setting the agenda and objectives for workshop.
- The group was provided with approximately 15 minutes to develop project ideas for each of the Focus Areas / Operational Objectives. Doug Smith (SPC) and Bob Taylor (GF) then facilitated a group discussion of those ideas, which were recorded on boards as they were presented by the participants. The following is a summary of the ideas presented, by focus area.

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**Traffic Signals**

- SINC/SINC-Up Program Continuation/Growth – The importance of this program was identified repeatedly. It was noted that having each signal retimed on a five-year cycle is a stated goal that is unlikely to be met given current funding levels. Approximately 200 out of the nearly 2,600 signals will be retimed under the SPC SINC / SINC-UP program in the first two-year cycle (D-Andrea). District 10-indicated that they have significant needs for signal hardware replacements.
- Red Light Running Cameras (consider City of Pittsburgh Pilot?)
- Major Overhaul of Funding Mechanism for Signal Improvements (dedicated TIP line item) - Chuck DiPietro indicated the need for a line item for the marketing of improvements, the



development of a matching system, and the need to continue to integrate these improvements with other projects.

- Match Assistance Program (for local governments)
- Financial assistance for distressed communities to perform traffic signal maintenance
- Public Relations / Promotion of Benefits (including the Benefits of Decommissioning) – Heckman identified a need for signal removal for shrinking municipalities. D’Andrea noted that this is an eligible activity under the SINC / SINC-UP program. Castellone indicated that PennDOT / BHSTE is developing a new policy on signal retiming, and that this guidance might serve as the impetus for outreach to the municipalities.
- Assessment / study for pedestrian accommodations - Schweyer indicated a need for pedestrian signals at priority locations where they don’t currently exist. Walfoort indicated a need for better crosswalk implementation and maintenance.
- Bicycle and motorcycle detection at signals (pilot project?) – Improved detection is needed to accommodate these vehicle types since traditional loop detectors have trouble sensing them.
- Complete city’s CBD signal project - Complete all phases of City of Pittsburgh traffic signal upgrade
- City of Pittsburgh Traffic Operations Center for signal operations
- Municipal awareness of signal maintenance and operations (M & O) – Dean indicated that municipalities apply their funding to other priorities and often overlook signal maintenance and operations. D’Andrea identified a need for a manual/course on signal maintenance and operations for municipalities.
- Adaptive signal system(s) - District 11-0 has an adaptive signal system project being implemented as part of the Wexford Flats project. Stafford suggested a real-time signal timing system that would be tied to proposed ramp metering.
- Bring back CCIP & TSEI – Cippel indicated several beneficial projects that developed from the CCIP program.
- Add language in permit plans to require periodic upgrades
- Need for resources to update and maintain the signal database that has been developed. More technology/system-based projects rather than geography -based projects (French) – In many instances, the highest priority needs are not addressed at an intersection / corridor because improvements are tied to having an overall project under development.
- Policy/Pub update for pole designs (Metil) – It can be problematic to add signs / signal hardware to existing mast arms / signal supports because it cannot be determined if the support is structurally adequate due to the lack of information regarding the support. Kravits reiterated that many times, in spite of their efforts to work with the manufacturers of the poles in this regard, an improvement will not be made for this reason.



## Incident and Emergency Management

- ATMS Upgrade / Detection - Cippel identified the need to have better incident detection via algorithms that assess queuing from traffic operations measures provided by loops.
- Closing Entrance Ramps – Kravits suggested closing entrance ramps in response to incidents on freeways
- Helicopter Landing Areas - In rural areas, helicopter landing areas are needed to keep from having to land in the road (e.g., build into interchange infield areas).
- Public Outreach/Education – Murphy indicated a need for better communication with the public (during incidents)
- Identify/Integrated Corridors -D’Andrea indicated a need for corridor management during incidents to handle detoured traffic, including PennDOT (remote) control of traffic signals and other traffic control infrastructure.
- Alternate Routes on DMS – Prisk indicated a need for alternative route information so that motorists can act upon the information being provided.
- Travel Times by Route – Heckman indicated a need for travel time on DMSs for alternate routes
- Response to Emergency Needs for Other Modes
- Enforcement – Automated Speed/Red Light Enforcement
- Misuse of GPS by Truckers
- Cell Phone – Information Push/511 – Castellone discussed the need for message alerts on cell phone. Others noted that there safety concerns related to cell phones usage while driving.
- Median Crossovers – These would be pre-built, but only used in case of emergency to prevent total blockages of freeways.
- Evacuation Planning/Management – DiPietro indicated a need for an evacuation plan for the Golden Triangle/Oakland area, possibly tied into web, with instructions for the major employers and police. It was noted that the City has an evacuation plan but that it has not been well disseminated. Imbrogno suggested a requirement for the evacuation plan to be disseminated, with drills and practices sessions as needed.
- Guidebook - Communication/Stakeholder Outreach
- Dedicated Funding Stream O&M - Shanshala provided examples of how the lack of funding for O&M of ITS devices has halted plans for needed ITS improvements.
- Integrate All Sources of Data - Stafford identified the need integrate data flow for cameras owned by various sources, so that what is really happening during an incident can be better determined. The I-35 bridge collapse was cited as an example, with an emphasis on the need to provide information to people on the scene of the incident.



- Help Beyond Initial Responders – The true initial responders in an incident are the people in the vicinity when the incident occurs. There is a need to provide these people with better information. It is presumed that two-way communication would be highly beneficial.
- Environmental Conditions Info on DMS – French indicated a need for air and pavement temperature information on DMSs so that drivers could better gauge driving conditions (including the identification of black ice)

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### **Traveler Information**

- Integrate myriad of data sources into 511 to provide more robust info
  - Increase rural coverage
  - Expand 511 coverage beyond freeways & expressways
  - Freight AVL
  - Increase stakeholder integration
  - Need more 511 signs in the region
- 511 Subscription Service
- Regional “Alternative Public Specialized Transit” Mobility Manager
- Better leverage Social Media Networks (e.g., Pittsburgh Traffic Facebook page)
- Better info on alternate routes
- Real time parking information – Stafford identified a pilot project in the Cultural District to provide real-time parking information on 2,500 spaces. Next steps include expanding it to include park and ride lots and integrating it with 511.
- More travel information for travelers/tourists – Kiosks and signage could be used to convey information about basic transportation services and wayfinding information. Potential locations include Oakland (good pilot location), airports, train stations, and bus stations.
- Add AVL to buses – Provide real-time bus arrival and location information at the bus stations / stops. “Indigo” already has this and the system in Beaver will provide it next. How does this interface with Google’s *RouteShout*?
- Special outreach/info specifically geared to freight operators – It should include work zone alerts for big construction projects. It should also include the sharing of information, including GPS-based information generated by the large truck operators.
- Expand 1-800-FIX-ROADS to include email option
- Expand 511 coverage beyond freeways & expressways

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### **Institutional Change**

- Operational Funding Source - TIP line item for the maintenance and operation of traffic signals and other operational strategies / facilities



- Public/Private Partnerships – Kravits suggested a better process that is more “user-friendly”
- Innovative Financing – Includes multimodal-thinking to identify funding efficiencies.
- 65-55 MPH Trucks Enforcement – Cippel recommended a maximum 55 mph speed limit for trucks.
- Restructuring of PennDOT to be more operations-oriented – The current structure of PennDOT may be geared more towards goals / objectives that have become outdated.
- Better Integration/Communication Across Command Centers
- PennDOT Signal Operation – Shanshala recommended a mechanism to provide PennDOT with the jurisdiction to make changes and operate traffic signals as appropriate.
- Usage of Cameras – Stafford identified the need to share information from cameras owned/operated by various sources. Consolidation and processing of this information will provide for a more complete vision of operations in the region.
- Role of Insurance Agencies – Further examine the role of insurance agencies in reducing crashes, including investment of resources in this regard.

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### Transit/Highway Integration

- Better info sharing between PennDOT & transit agencies (particularly real-time information)
- PAAC BRT Project – Downtown to Oakland
- Regional Asset Maintenance/Usage – PAAC busways
  - HOV
  - HOT – D’Andrea brought up allowing SOVs access to I-279 North and the West Busway for a toll.
  - Bikes – Walfoort suggested bicycle lanes along the busways.
  - VanPools
  - Ambulances – Schweyer suggested allowing ambulance access to the busways.
- Integrate Passenger Rail Service into planning
- Park and Ride Lots – There is a need to develop a comprehensive study/plan to identify needs, resources, problems, etc. (operational problems). D’Andrea suggested finding ways to generate revenue from existing lots. It was generally agreed that the Moon Township and South Hills Village lots are not used to their full capacity, but that the rest of the park and ride lots in Allegheny County are generally full on working days. Shanshala noted that park and ride lots in the more rural areas are sometimes well utilized but can also be perpetually empty. Walfoort identified pedestrian / bicycle access issues—including long walking distances and lack of bicycle storage racks—with a few park and ride lots in the region, and highlighted the benefits that could be achieved with low cost ped / bike amenities. Smith indicated that SPC has good data on park and ride lot ownership and



usage. Additional surveys might be used to determine why / why not these facilities are being used. These issues should be discussed further with the Transit Operator Committee.

- LRT expansion/visioning plan – Castellone suggested light rail in the median of I-279.
- Transit signal priority – D’Andrea noted that this is an eligible component of the SINC / SINC-UP program.
- PennDOT Ped/Bicycle Checklist in Project Development Process – Walfoort identified the need to examine how the checklist is currently integrated into the project development process so that this process can be potentially refined.

***Additional ROP outreach is planned with transit stakeholders to identify additional needs.***

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### **Freeway and Arterial Management**

- TMC Control of signals on key routes – This includes identifying the key routes and implementing municipal agreements / equipment upgrades as needed.
- HOT Lane Study - D’Andrea brought up allowing SOVs access to I-279 North and the West Busway for a toll.
- Roundabout study - D’Andrea suggested a study to identify suitable locations. SPC previously submitted this as a PCTI study candidate but it was not selected for funding.
- Access management program – Imbrogno suggested implementation of strategies to control and consolidate access to major arterials.
- Bottleneck elimination program – Walfoort suggested a program to improve efficiency for the “last mile” of freight movement. A major emphasis would be on turning radii. This would entail identifying problem locations and having a TIP line item to address them.
- Expand ITS devices beyond freeways – Kravits suggested expansion of ITS to make better use of the existing infrastructure and space.
- Ramp management (pilot(s)?)
- Road diets to better utilize existing space & to create “complete streets”
- Long-term plan for Parkway East operations (& other key corridors)
- Alternative/innovative interchange design pilot projects (to address limited ROW) – Dean highlighted issues that District 12-0 encountered when trying to modernize I-70. Kravits highlighted successes that District 11-0 had in narrowing lanes and eliminating shoulders to add lanes on the Parkway West.

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### **Freight Management**

- Freight corridor analysis
- Contingency planning for freight

***Additional ROP outreach is planned with freight stakeholders to identify additional needs.***



**Research and Trends**

- Real-time/dynamic signal systems (pilot) in urban grid network
- Evaluate operational needs for emerging issues and trends:
  - Inland ports – freight movement ramifications
  - I-70 corridor
  - Marcellus Shale – traffic impacts

***Additional ROP outreach is planned with research stakeholders (CMU Traffic21) to identify additional needs.***

**Action Items:**

The following items were proposed as the next steps to be taken:

Action	Responsible Party	Timeframe
1. Meeting minutes	GF	ASAP
2. Focus area outreach meeting (Freight, Research, Transit)	SPC	Sept/Oct
3. ROP Meeting 3	SPC	Oct
4. DRAFT Projects	GF	Sept/Oct
5. DRAFT Outline	GF	Nov
6. Report	GF/SPC	Dec-Jan