



SOUTHWESTERN PENNSYLVANIA COMMISSION

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Southwestern Pennsylvania Commission Transportation Operations & Safety Committee

February 22, 2018, 10:00AM

SPC Conference Center, 4th Floor

Two Chatham Center, Pittsburgh, PA

Meeting Summary

Officers:

Washington County
Larry Maggi
Chairman

Allegheny County
Rich Fitzgerald
Vice-Chairman

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Tony Amadio
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Executive Committee:

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Lawrence County
Steve Craig

Washington County
Larry Maggi

Westmoreland County
Gina Cerilli

At-Large
Charles W. Anderson
Lynn Heckman

Governor's Office
Erin Molchany

PA Dept. of Community &
Economic Development
Johnna A. Pro

PA Dept. of Transportation
James D. Ritzman

Executive Director
James R. Hassinger

Attendees

Johnny Balay, PennDOT District 11-0
Leann Chaney, Southwestern PA Commission
Hong Yu Chen, University of Pittsburgh
Eamonn Clements, McCormick Taylor Inc.
Domenic D'Andrea, Southwestern PA Commission
Gary Euler, University of Pittsburgh
Mark Gordon, Butler County
Joshua Grimm, PennDOT District 11-0
Drew Horgan, Drive Engineering
Chuck Imbrogno, Southwestern PA Commission
Keith Johnson, Gannett Fleming, Inc.
Tom Klevan, Southwestern PA Commission
Jeffrey Leithauser, Washington County
Bill Lesterick, PennDOT District 11-0
Chenhao Liu, University of Pittsburgh
Mark Lourson, New Castle Area Transit Authority
Joel MacKay, Butler County
Mark Magalotti, University of Pittsburgh
Shakir Mahmud, University of Pittsburgh
Adam Marshall, PennDOT District 10-0
Edward Miller, PennDOT District 11-0
Chuck Rompala, Port Authority of Allegheny County
Kelly Rigot, HW Lochner, Inc.
Michael Shanshala, PennDOT District 10-0
Joshua Spano, Southwestern PA Commission
Kathy Stefani, Southwestern PA Commission
Scott Thompson-Graves, Whitman Requardt & Associates
David Tomaswick, PennDOT District 10-0
Mario Toscano, Drive Engineering
Andy Waple, Southwestern PA Commission
Chris Zivkovich, Pennoni Associates, Inc.

Introduction

Domenic D'Andrea welcomed the attendees and initiated a round of introductions.

Statewide Traffic Incident Management Facility Study

Troy Truax, AICP, Senior Associate, Michael Baker International

- Mr. Truax began his presentation by explaining the purpose and need for a

- statewide TIM facility. The explanation included a summary of first responders without SHRP2 training and how the facility would provide that training.
- Mr. Truax then described their approach and the concepts for the facility. Training would be provided to multiple agencies covering multiple training elements.
- Many benefits were given including research opportunities, research technologies, workforce education, and economic impact.
- Costs and next steps were presented in closing.
- Domenic D'Andrea commented that he feels that improving the efficiency of incident clearing is becoming more important on a federal level. Mr. Truax mentioned that the Turnpike Commission provides regular feedback to FHWA and PennDOT on their incident management times.
- Mario Toscano asked if private companies will be allowed to use the test track. Mr. Truax said they are planning to have companies be sponsors to invest in the track and use it.

Update on Regional TIM activities

Joshua Spano, Transportation Planner, SPC

- Mr. Spano summarized the recent TIM activities between November '17 and February '18.
- In November there were two work zone TIM trainings in Cranberry Township. There was also a Tunnels TIM meeting on November 9th along with SHRP 2 training at the Crafton VFD.
- December's activities included the PennTIME meeting at the TESC conference and a Train the Trainer course hosted by the Turnpike.
- Another PennTIME meeting was held in January and 2 sessions of TIM Tunnels trainings were held in February along with SHRP 2 National TIM training in Uniontown.
- Mr. Spano closed by announcing upcoming events including: Harrisburg Area TIM team discussion, FHWA TIM Advisory Committee call, Local TIM meetings in April, PennTIME meeting on May 1, and DVRPC's Regional TIM Forum in May.

Safety Target Setting for SPC Region

Domenic D'Andrea, Transportation Ops/Safety Manager, SPC

- Mr. D'Andrea provided an overview of the federal safety performance measures and target setting which are now a reporting requirement.
- Through a series of graphs and charts, Mr. D'Andrea provided historic national, state, and regional crash data related to the 5 federal safety performance measures which are:
 - Number of Fatalities (all public roads)
 - Rate of Fatalities (all public roads-per 100 M VMT)
 - Number of Serious Injuries (all public roads)
 - Rate of Serious Injuries (all public roads-per 100 M VMT)
 - Number of non-motorized fatalities and non-motorized serious injuries (all public roads)
- PennDOT has established targets based on a goal of a 2% reduction across all 5 measures. SPC has adopted these targets regionally as well.
- Keith Johnson asked if the new injury definitions were made comparable to the old ones. Mr. D'Andrea replied that they were not.
- Kathy Stefani asked why the pedestrian and bike information was combined. Mr. D'Andrea indicated that this was defined by FHWA.
- Scott Thompson-Graves asked about the correlation between the targets and transportation solutions. Mr. D'Andrea stated that safety evaluations have been incorporated in all funding application reviews being conducted by SPC.

Exclusive and Concurrent Pedestrian Phase Operations Considering Pedestrian Non-Compliance

Dr. Mark J. Magalotti, University of Pittsburgh Swanson School of Engr.

Shakir Mahmud, University of Pittsburgh Swanson School of Engr.

- Dr. Magalotti introduced Shakir Mahmud.
- Mr. Mahmud began with a background of his work explaining pedestrian signal phases and pedestrian safety issues at exclusive phase intersections.
- The hypothesis is the Exclusive Pedestrian Phase (EPP) encourages non-compliant pedestrian crossings which can offset a part of the safety benefit and decrease vehicular operation efficiency.
- Mr. Mahmud analyzed 16 different intersections with different phases and land uses and determined that exclusive pedestrian phases do have higher non-compliance by about 15%.
- To conclude, Mr. Mahmud explained that if Concurrent Pedestrian Phase (CPP) is used instead of EPP, there is an average 65% decrease in pedestrian non-compliance and an average 53% decrease in total intersection delay based on the data collected in his study.

Other Activities

Dom D'Andrea gave a brief summary of other recent/current activities that SPC Transportation Operations and Safety staff are involved in such as:

- Regional Traffic Signal Program-3rd cycle: District 10 construction contract awarded. District 12: construction underway. District 11: Bid Package advertised, opening bids 3/15/18. A separate package for City of Pittsburgh-Liberty Avenue downtown likely in 2019.
- Regional Traffic Signal Program-4th cycle: Call for projects went out February 12th. Applications due Friday April 13th. \$4M in CMAQ funding, \$1M in local match
- Congestion Management outreach is continuing. Survey to be sent out for mitigation strategies after the new corridor set is established.
- Road Safety Audits Planned for 2017-2018
 - D-10 SR 217, Blairsville (COMPLETED)
 - D-11: SR 380, Baum Boulevard, City of Pittsburgh (April, 2018)
 - D-12 SR 19/40, City of Washington (March, 2018)
 - In June, we will be asking planning partners for candidate locations for new fiscal year
- Hyperloop: SPC staff was part of a Mid-Ohio Regional Planning Commission (MORPC) delegation that attended a field tour of the Hyperloop test facility (called DevLoop) near Las Vegas, NV.