

SPC Transportation Operations & Safety Committee

**Wednesday, November 5, 2014, 10:00AM
SPC Conference Center, Chatham II, Pittsburgh**

ATTENDEES

Greg Barlow, CMU
Ross Buchan, Gannett Fleming
Anthony Castellone, Pennoni Associates
Domenic D'Andrea, SPC
Chuck DiPietro, SPC
Chuck Imbrogno, SPC
Adam Kurstin, CMU
Adam Marshall, PennDOT 10-0
Duane McKee, Cranberry Township
Jim Paral, FHWA
Allie Slizofski, Drive Engineering
Joshua Spano, SPC
Dave Tomaswick, PennDOT 10-0
Mario Toscano, Drive Engineering
Catherine Tulley, SPC
Craig Carroll, GTT

Jim Brennan, GTT
Alejandra Caro, CMU
Frank Cippel, PennDOT 11-0
Erin Dean, CDM Smith
Brittany Gernhard, CMU
Todd Kravits, PennDOT 11-0
Ariel Lin, CMU
Melissa McFeaters, PennDOT 10-0
Richard Meritzer, City of Pittsburgh
Pranav Shah, CMU
Doug Smith, SPC
Scott Thompson-Graves, WR&A
Doug Tomlinson, PennDOT CO
David Totten, SPC
Sara Walfoort, SPC
Jay Goldstein, Pennoni Associates

MEETING SUMMARY

- Doug Smith welcomed meeting attendees and initiated a round of introductions.
- Doug Tomlinson (via phone) gave an update on PennDOT's Corridor Modernization (CM) and Transportation Systems Management & Operations (TSM&O) initiatives. He indicated that the current CM focus is on the establishment of performance metrics and on developing tools to report those metrics. He provided an overview of the web-based performance reports that are currently being conceptualized. These reports would have statewide measures as well as regional and corridor-level metrics. Once the performance measures are finalized, PennDOT plans to work with the University of Maryland on getting a lot of the analysis automated as part of the RITIS system. Doug Smith indicated that SPC is interested in being involved with that effort in order to automate some of the analyses it is currently developing for the regional Congestion Management Process (CMP). - - PennDOT is hoping to execute a data purchase by the end of 2014 that will include archived data for a much larger network of roads than what is currently available through RITIS.
- Domenic D'Andrea provided an update on the Regional Traffic Signal Program. Cycle 2 projects are currently under construction and are substantially complete in Districts 10 & 12. SPC's consultant is currently in the process of doing field work to verify scope and cost of proposed Cycle 3 projects. Domenic also mentioned an Automated Red Light Enforcement (ARLE) funded project that SPC is overseeing to replace incandescent signal bulbs with LED. These funds will be focused on financially distressed communities in the region including Clairton, Connellsville, Dormont, New Castle, and Rochester.

- Jim Brennan and Craig Carroll from Global Traffic Technologies gave a presentation on the latest transit signal priority (TSP) technologies as well as some background on emergency vehicle preemption systems. TSP allows transit agencies to extend or truncate green times at traffic signals in order to improve on-time reliability and reduce fuel and fleet costs. One type of TSP system uses infrared and is line-of-sight based. The other is GPS-based. Most agencies implementing TSP technologies these days are using the GPS-based systems, because they allow for a wider range of options for customizing operations. Jim and Craig discussed different ways TSP can be configured and highlighted a few of the systems they have worked on around the country.
- Following the GTT presentation, David Totten presented the results of a TSP model that SPC has recently developed in order to gauge potential benefits of this technology for Southwestern Pennsylvania. Dave showed computer simulations of various scenarios along S.R. 51 in the South Hills of Allegheny County. This study determined that TSP technology could definitely benefit transit operations, but with some degradation in level of service to side streets.
- Carnegie Mellon University student Brittany Gernhard led her team's presentation on research they are conducting for the Power of 32 group on potential development of a Regional Traveler Information System (RTIS). The Power of 32 includes 32 counties from the tri-state area of Southwestern Pennsylvania, northern West Virginia, eastern Ohio, and parts of Maryland. The idea behind the RTIS is to connect 511 systems and other resources from these states in order to create a multimodal trip planner. The RTIS could also incorporate predictive algorithms to forecast travel conditions into the future. The research team is currently looking at existing traveler information systems to identify the niche that this RTIS might fill. They are also working with CMU's emerging Mobility Analytics Center to develop potential applications for the data that is being aggregated through that effort. The research will include an analysis of potential organizational and financial frameworks for bringing the RTIS into being.
- Following lunch, Doug Smith provided an update on the regional Traffic Incident Management (TIM) program. Meeting summary for all fall 2014 TIM meetings are up on the TIM SharePoint site. If anyone who doesn't currently have access to this site would like to get it, e-mail dsmith@spcregion.org. - - Doug also highlighted the recent tri-state TIM conference that was held in Wintersville, Ohio on October 15th. This was a very successful event and opportunities for multi-state collaboration on TIM performance measures appear to be a major push coming out of the conference.
- Doug mentioned the two Road Safety Audits (RSAs) that were conducted in fall 2014. These RSAs focused on transportation safety around school areas in Ellwood City, Lawrence County and McKeesport, Allegheny County. As part of these RSAs, SPC developed a shortened version of the RSA process that can be used in cases that are smaller in scope and might not warrant a full 3-day audit.
- Domenic D'Andrea discussed the recent ITS Architecture workshop hosted by SPC and invited participation in the November 18-19 Turbo Architecture training course that is coming up. SPC is hosting these workshops as a first step toward updating the regional architecture.
- Josh Spano gave a presentation on Tier 2 congestion management performance measures and SPC's efforts to revamp its CMP website. SPC has transitioned from using the floating car technique to using Bluetooth detection devices for collecting Tier 2

(arterial) travel time and speed data. SPC is also working to update the CMP glossary, Monitoring Strategy Effectiveness section, and other components of the CMP website.