

Southwestern Pennsylvania Commission  
Minutes of the Meeting of  
July 27, 2015 – 4:30 p.m.  
Two Chatham Center • Suite 400 • 112 Washington Place • Pittsburgh, PA 15219

The one hundred fifteenth meeting of the Southwestern Pennsylvania Commission was called to order by Chairman Steve Craig.

Members present were: Tony Amadio, Charles Anderson, Steve Craig, Joseph Dubovi, Rich Fitzgerald, Jim Gagliano, Jr., Kelly Gray, Lynn Heckman, Robert Macey, Kevin McCullough, Amy McKinney, Erin Molchany, John Paul, Mavis Rainey, Aurora Sharrard, Michael Silvestri, Joe Spanik, and Angela Zimmerlink.

Members absent were: Alfred Ambrosini, Vonne Andring, Michael Baker, David Battaglia, Robert Bower, Scott Bricker, Robert Brooks, Ricky Burgess, Tom Ceraso, H. Daniel Cessna, Jack Cohen, Tyler Courtney, Robert Del Signore, Patricia Evanko, Rich Fink, Terry Garcia-Crews, Joe Grata, David Johnston, Fred Junko, Clifford Levine, Larry Maggi, Jeff Marshall, Robbie Matesic, Bruce Mazzoni, William McCarrier, Ellen McLean, David Miller, Laura Mohollen, Charles Morris, Dennis Nichols, Rich Palilla, William Peduto, A. Dale Pinkerton, James Ritzman, Rod Ruddock, Daniel Shimshock, Harlan Shober, Renee Sigel, A. Keith Staso, Byron Stauffer, Jr., James Struzzi, Joe Szczur, Archie Trader, Edward Typanski, Diana Irey Vaughan, Daniel Vogler, Dwan Walker, Christopher Wheat, and Blair Zimmerman

Others: Ann Ogoreuc, Allegheny County Department of Economic Development and Grant Ervin, City of Pittsburgh.

Staff: Jim Hassinger, Dan Alwine, Kirk Brethauer, Linda Duffy, Chuck Imbrogno, Vince Massaro, Shannon O'Connell, Matt Pavlosky, Doug Smith, Kay Tomko, and Lew Villotti.

1. Chairman Craig called to order the July 27, 2015 meeting of the Southwestern Pennsylvania Commission

- a. Quorum – There being a quorum present the meeting proceeded.
- b. Any Conflict of Interest Declarations on Action Items – None.

2. Action on Minutes of the June 29, 2015 Meeting

A motion was made to approve the minutes of the June 29, 2015 meeting of the Southwestern Pennsylvania Commission by Kevin McCullough which was seconded by Bob Macey. The affirmative vote to approve the minutes was unanimous.

3. Public Comment – None.

4. Staff Profile – Andy Waple

Doug Smith introduced Andy Waple. Andy is a graduate of Indiana University of Pennsylvania with a B.S. degree in urban and regional planning. He began his career as a community planner for Richard C. Sutter & Associates, Inc. in Pittsburgh. He then worked for George Washington Regional Commission in Fredericksburg, VA as a regional planner, working his way to senior planner, principal planner, and Director of Transportation Planning/MPO Administrator.

Currently as Transportation Program Development Manager at SPC, Andy oversees and manages the program development group. He discussed the program's current initiatives as well as ongoing and long-term initiatives. Outside of work, Andy enjoys spending time with his family. He also enjoys biking and hiking the nature trails.

5. Regional Operations Plan and Regional Transportation Safety Action Plan Presentation – Doug Smith

Doug Smith reported that one of the key initiatives of *Mapping the Future* is to advance the policy “the region’s transportation system will be actively managed and operated to allow the system to function at its full potential.” The mechanism for doing this is the Regional Operations Plan (ROP).

ROP Operations Objectives include:

- Mitigate Recurring Congestion
- Maintain Mobility During Planned Events
- Minimize the Impact of Unplanned Events
- Provide an Efficient Multimodal Transportation System

ROP Regional Focus Areas include:

- Traffic Signals
- Incident & Emergency Management
- Traveler Information
- Operational Teamwork
- Intermodal Connectivity
- Freeway & Arterial Operations
- Freight Management

Mr. Smith also discussed some statewide and regional statistics related to transportation safety. *Mapping the Future* also includes policies that state “transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for both people and goods” and “the region’s infrastructure system will be designed to protect and enhance the public health and the environment.” One mechanism for implementing these policies is the Regional Transportation Safety Action Plan (SAP).

Mr. Smith explained that performance measures important to folks in our region (from our long-range plan survey) include:

- Annual Serious Injury Rate
- Annual Fatality Rate
- Roadway Related Pedestrian Major Injuries and Fatalities
- Roadway Related Bicycle Major Injuries and Fatalities

The SAP objectives are to:

- Reduce the number and rate of traffic crashes
- Reduce the number and rate of transportation-related fatalities
- Reduce the number and rate of transportation-related serious injuries

SAP Regional Focus Areas are:

- DUI/Drug Impaired crashes
- Unbelted crashes
- Aggressive Driving crashes
- Secondary crashes
- Distracted Driving crashes
- Signalized Intersection crashes
- Mature Driver crashes
- Pedestrian and Bicycle crashes
- Head-on/opposite direction side swipe crashes
- Run Off the Road crashes
- Hit Fixed Object crashes

Activities under the Regional Safety Action Program include working with national, statewide, regional and local safety stakeholders to:

- Provide additional support for education, enforcement, and emergency medical service efforts.
- Implement an infrastructure safety improvement program to include all roadways, but with an increased emphasis on safety needs for local roads (County and Municipal).

Grant Ervin asked about safety funding and how that works. Mr. Smith said that there is a regional allocation. Each time we do a TIP update there's a line item amount that comes to the region. It's about \$9M each year. There are pretty tight constraints on how the money is spent, because you have to be able to show you are spending on things that are going to drive the performance numbers. Historically, a lot of the funding has been focused on hot spot locations. These are places where there are a lot of crashes or where fatality numbers are high. There are also low cost safety improvements which are things that are more systematic, such as center line rumble strips which improve safety everywhere or cable median guiderail in the center of the highway to keep people from crossing over and having head-on collisions. One of SPC's focuses currently is how to get some of this safety money focused on the local road network.

Aurora Sharrard commented that it's important to be proactive about safety and prevent crashes before they happen and asked if we wanted to apply that same proactive thinking to the operations plan. Maybe get in front and reduce a crisis before it even happens. Mr. Smith said that this is a big part of the Traffic Incident Management Program – getting first responders together before you have an incident to plan and train together. It's important for them to know each other before they're at a scene and everybody's tensions are up and the adrenaline is running and they have to deal with each other in a high stress situation. It's our intent to get them trained and know their relationships ahead of time, so that when they get out there they already know each other and already have a game plan. Ms. Sharrard said that relationships are good, but to reduce operations problems just by the way intersections or interchanges are designed, how do you get in front of that? Mr. Smith said that is part of our ITS and traffic signal programs. The idea is to have these tools in place so if some unexpected incident does occur, you flip a couple of switches or pull it up on a computer and adjust traffic signal timings, traveler information and other things on the fly as the incident is taking place. That's the idea behind Transportation System Management and Operations (TSM&O).

6. Other Business/Announcements – Jim Hassinger

- Next Meeting Date—September 28<sup>th</sup> at 4:30 p.m.

Dr. Hassinger announced several additions to staff. Kari Horn Morehouse joined SPC as a Water Resource Planner reporting to Erin Kepple. Kari was the Environmental Coordinator for the Pittsburgh Schweitzer Fellows Program and On-Call Environmental Planner for AMEC Foster Wheeler. Before relocating to Pittsburgh, she was the Environmental Programs Supervisor for the Salt River Pima-Maricopa Indian Community in Scottsdale, AZ. She holds a B.S. in Ecology, Evolution and Conservation Biology from the University of Texas and a M.S. in Biology from Arizona State University.

Leann Chaney, AICP, joined the staff of SPC as a transportation planner focusing on Ped/Bike planning in the Multimodal Group. She reports to Tom Klevan. She was the Executive Director for the Blairsville Community Development Authority, has held several planning roles with the Indiana County Office of Planning and Development, including Chief Planner, and maintained a private consulting business. Leann is a veteran of the United States Air Force and holds a B.S. in Regional Planning and M.S. in Geography/GIS from Indiana University of Pennsylvania.

Dan Alwine joined staff today as a Project Development Specialist in the Program Development Group reporting to Andy Waple. Most recently Dan was the District Director and Economic Development Manager for State Senator Matt Smith. While working for Senator Smith, he was the primary liaison between the Senator's office and state/federal agencies including, but not limited to, PennDOT. Prior to Senator Smith's office, he was a district representative for Congressman Mark Critz. Dan holds a Bachelor of Arts in Psychology with a minor in Biology. He currently serves on the Pittsburgh Three Rivers Regatta board.

Doug Smith mentioned that SPC is going to start a public comment period for the I-579 Cap Urban Connector Project. The I-579 Cap will connect the Lower Hill District with Downtown and knit that part of the community back together with a covering over I-579 that will provide bicycle and pedestrian connections and some public space. The SEA currently has a TIGER grant application in to U.S. DOT. They have already secured money for the design of the project. They are also pursuing some other resources to fully fund construction. Allegheny County and the City of Pittsburgh are asking SPC to move this project from the unconstrained part of the Plan to the fiscally constrained part of the Plan based on SEA's funding plan. We are initiating a 30-day public comment period in support of this effort and will bring this back for action in September.

Dr. Hassinger mentioned that there is a public comment period now on the redraft of the Public Participation Plan Update. We need a list of names of the participating transit agency that used our public participation process for their area program. It is a matter of what we put in the Plan that directs us to amortize the individual names of the transit agencies that are participating.

7. New Business – None.

8. Adjourn

There being no further business to come before the Commission, the meeting adjourned at 5:05 p.m.

Respectfully Submitted

Larry Maggi  
Secretary-Treasurer