

# SPC Transportation Operations & Safety Committee

Thursday, June 25, 2015 10:00AM – 12:00PM

SPC Conference Center, 4th Floor, Chatham II, Pittsburgh, PA

## ATTENDEES

Greg Barlow, CMU

Anthony Castellone, Pennoni

Domenic D'Andrea, SPC

Joshua Grimm, SPC

Jim Katsafanas, Michael Baker Intl.

Todd Kravits, PennDOT District 11-0

Duane McKee, Cranberry Township

Jeff Moore, WRA

James Paral, FHWA

Amanda Purcell, City of Pittsburgh

Patrick Roberts, City of Pittsburgh

Allie Slizofski, Drive Engineering

Joshua Spano, SPC

Mario Toscano, Drive Engineering

Sarah Walfoort, SPC

Xin Wei, SPC

Ross Buchan, Gannett Fleming

Frank Cippel, PennDOT District 11-0

Steve Deck, PB

Keith Johnson, AECOM

Tom Klevan, SPC

Adam Marshall, PennDOT District 10-0

Richard Meritzer, City of Pittsburgh

Dominic Munizza, AECOM

Kathryn Power, PennDOT District 11-0

Kelly Rigot, AECOM

Michael Shanshala, PennDOT District 10-0

Doug Smith, SPC

Bob Taylor, PA Turnpike

David Totten, SPC

Julia Wallace, City of Pittsburgh

## MEETING SUMMARY

- Following a brief welcome and introductions, Doug Smith reviewed the public comment period for the Long Range Transportation Plan and described how SPC went about receiving comments and other information in public meetings. SPC's Long Range Plan "Mapping the Future" can be found at: <http://www.spcregion.org/2040/>

This Long Range Plan places an emphasis on performance based planning and adds enhancements that provide more depth to planning areas such as Safety, Freight, and Active Transportation. The plan goes to the SPC's Commission for adoption on June 29th, 2015.

- Domenic D'Andrea provided a presentation on the Regional Transportation Safety Action Plan. This presentation included national, state, and regional safety statistics, safety goals, existing safety initiatives and new regional safety focus areas. The proposed regional focus areas, based on regional crash data and public feedback 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

There is very little safety funding that addresses safety on local roadways. The presentation also included an implementation plan that proposes a separately funded safety program that addresses the regional focus areas and includes local roadways. Anthony Castellone stated that SPC may want to look at information regarding Florida's Elder Road program.

- Todd Kravits, District 11 Traffic Engineer, made a presentation on a safety improvement project on Carson Street (SR 837, Section A42) in the City of Pittsburgh. The goal is to have Carson Street become a multimodal “friendly” street throughout the whole corridor (from Station Square to 33rd Street (near the Steelers practice facility)). Crashes are prominent as this stretch of Carson Street is ranked sixth statewide in terms of number of crashes and ranked first in the District and in the region. Many of the crashes happen at night due to impaired driving. Also, congestion is a significant issue on the corridor. SPC had previously conducted a Road Safety Audit (RSA) on this segment. The RSA contained 30 Short Range, 11 Mid-Range and 5 Long Range suggested strategies to address the safety and congestion concerns along the corridor. Based on those suggestions, PennDOT worked with the City to develop a Preliminary Scope-of-Work to address these issues by employing Smart Transportation principles that will complement the recent improvements made between 25th and 33rd Streets. The potential elements of the project include:
  - Upgrade/Replace Traffic Signals
  - Retime and coordinate signals to provide enhanced traffic progression
  - Re-phase signal operations, where needed, to provide for advance left turn movements
  - Enhance Pedestrian Crossings
  - Construct ADA compliant curb ramps
  - Install Continental/Ladder style crosswalks
  - Facilitate pedestrian movements by the use of countdown pedestrian signals and/or lead pedestrian intervals
  - Install Bump-outs (painted or physical) to delineate parking, shorten pedestrian crossings and improve visibility
  - Accommodate Cyclists
  - Enhance Transit Stops
  - Update Signing

Currently, stakeholder meetings are being held to discuss conceptual designs and alternatives. This would be followed on by preliminary engineering and final design phases.

- Kathryn Power, District 11 Safety Engineer, made a presentation on the Wrong Way Ramps Project which is currently in the construction phase. Wrong way crashes on limited access roadways are highly likely to result in fatalities and major injuries. This project is a low-cost improvement project to 121 limited access ramps on SR 1-376, I-279, I-79, SR 28, and SR 22. The project utilizes proven countermeasures such as upgraded signs, markings, delineation, and other elements that increase visibility to the intersection. A discussion ensued among the committee members about ITS and other features not currently approved in PA, and, wrong way detection on the HOV ramps.

- Bob Taylor made a presentation on the PA Turnpike Agreement with Waze (a digital navigation application). They will be sharing their data and information with Waze in exchange for real time data that the Waze users supply. This is a no cost data sharing agreement between the parties. The PA Turnpike is the first toll agency to sign an agreement with Waze. Some DOTs and cities throughout the US have agreements already in place. Waze users can provide pictures and other information regarding crashes and other road information. Waze users report crashes on average 30 seconds after they occur. This information is sometimes faster than what the Turnpike or other agencies can retrieve. This could enhance the Turnpike's awareness capability for incidents which could lead to improved incident clearance times.
- Domenic D'Andrea indicated that the date for final comments on the Regional Safety Action Plan had been extended to July 10, 2015. A sub-committee of safety stakeholders had previously provided comments on this document.
- Domenic D'Andrea thanked committee members for their efforts, participation, and support for the ITS America Annual Conference held in Pittsburgh June 1-3. Jim Katsafanas indicated that he thought that the conference was successful. Other committee members agreed.
- SPC staff also provided the following updates on current activities:
  - A pilot Operations and Safety Assessment (OSA) was conducted by SPC on State Route 68 in Butler County between State Route 356 (Butler Township) and State Route 19 (Jackson Township). SPC is currently in the process of drafting a report. This is a pilot that expands the Road Safety Audit template to include an assessment of operational elements on selected roadways.
  - A Road Safety Audit (RSA) on Bellefield Ave in the City of Pittsburgh will be scheduled for this Fall, 2015. SPC has requested that the PennDOT Districts provide any RSA candidate locations by July 10, 2015.
  - A Braddock Avenue Safety Pilot Project is being conceptualized. This would be taking the information from the previously completed RSA and implementing some of the safety features (pavement markings, signage, sidewalks, signals, etc).
  - An ITS Architecture update was presented. SPC has completed integration of the 2004 Architecture into the latest version of the Turbo software. SPC is continuing to meet with ITS stakeholders and plans to complete an update of the Architecture before the end of the year.
  - Cycle 2 of the Regional Traffic Signal Program is nearing completion. District 10 and 12 are 100% complete, District 11 is about 95% complete. Cycle 2 will soon move into administrative closeout and after studies. Reimbursement agreements between SPC and PennDOT for Cycle 3 are being processed.