



# Summit Park Drive/Robinson Town Centre Boulevard - Robinson Township - North Fayette Township (SINC-UP) Project Summary

## REGIONAL TRAFFIC SIGNAL PROGRAM CYCLE 4

### PROJECT LOCATION

Allegheny County



### SOUTHWESTERN PENNSYLVANIA COMMISSION

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### PROJECT PARTNERS

Federal Highway Administration

Pennsylvania Department of Transportation, District 11-0

Allegheny County

Robinson Township

North Fayette Township

Whitman, Requardt & Associates, LLP

The Southwestern Pennsylvania Commission's (SPC) Regional Traffic Signal Program was established to assist local municipalities with improving traffic signal operations by optimizing signal timings and upgrading existing signal equipment. The **Robinson Township - North Fayette Township Signals In Coordination with Equipment Upgrades (SINC-UP) Project** is a traffic signal retiming project with a goal of optimizing signal operations at intersections along the corridor. [See map below for project area].



- 1 Robinson Town Centre Boulevard and Robinson Centre Drive
- 2 Robinson Town Centre Boulevard and Park Manor Boulevard (North)
- 3 Robinson Town Centre Boulevard and Park Manor Boulevard (South)
- 4 Robinson Town Centre Boulevard and Summit Park Drive/Parkway Ramps A/B (I-376 WB Off-Ramp)
- 5 Summit Park Drive and Montour Church Road/Parkway Ramps C/D (I-376 EB Off-Ramp)
- 6 Summit Park Drive and Andrew Drive/Walmart Drive
- 7 Park Manor Boulevard (North) and Costco Drive / Sutherland Drive

Corridor Length: Approx. 1.1 miles

### Traffic Signal Coordination:

- Improves safety because vehicles stop less often, which reduces the probability for rear-end crashes
- Benefits the environment by reducing vehicle emissions
- Reduces travel costs by reducing the amount of time stopped at red lights
- Saves money at the gas station by reducing fuel consumption



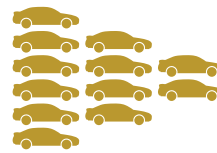
This project added GPS units and two modern controller units in conjunction with new coordinated timing plans to provide coordination and improve traffic flow.



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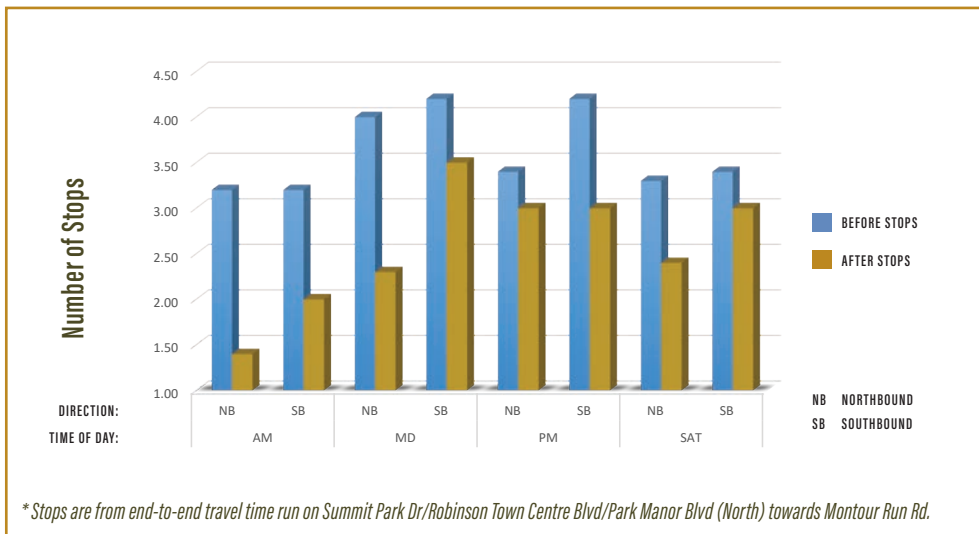
## Travel Improvements:

The PM peak travel times were reduced by nearly 24% and 33% for northbound and southbound respectively. The SAT peak travel times were reduced by nearly 34% and 25% for northbound and southbound respectively. There was a 29% reduction of stops and over 28% reduction in travel time for throughput traffic during the peaks.

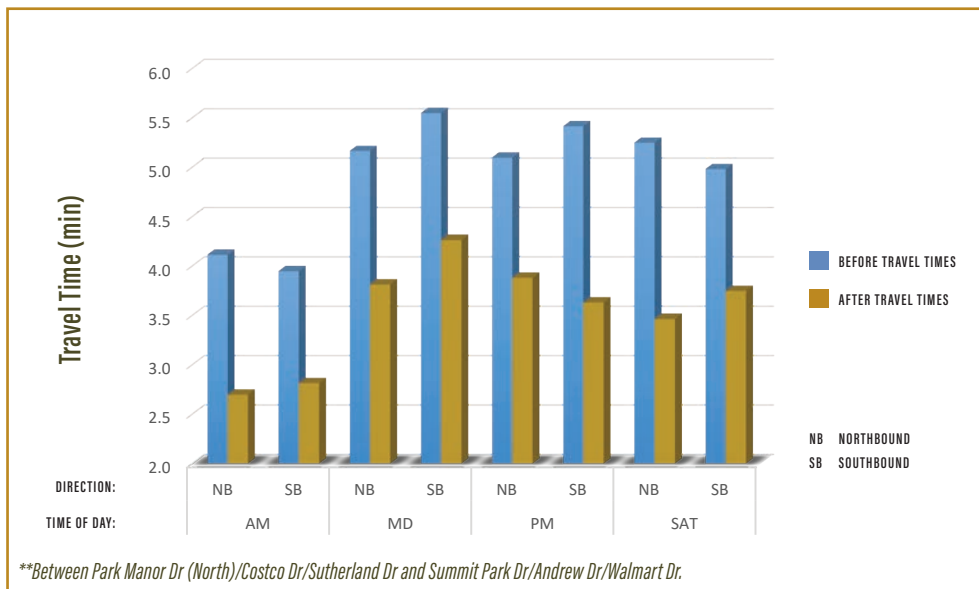


12,200 - 26,000 vehicles travel this corridor on an average day

### Number of Stops\*: Before and After Comparison



### Travel Time\*\*: Before and After Comparison



Prior to this SINC-UP Project, motorists typically experienced significant delays, spillback between intersections, and the frustration of consecutive stopping at the traffic signals. This retiming project updated the traffic patterns among these seven intersections which alleviated consecutive stopping, spillback, and reduced the total number of stops.

### Summary of First Year Benefits

74,835



Reduced Vehicle Hours of Travel

12,819 Gallons



Reduced Fuel Consumption

1,236 kg

Reduced Total Pollutant Emissions

745,896



Reduced Number of Stops

Total Benefit  
**\$1,673,717**

Benefit Cost Ratio

**27:1**