MINUTES OF MEETING (FINAL)

PROJECT: PENNDOT Agreement E00229
Open-end Agreement for ITS, Traffic and Highway Safety Engineering Services
Work Order 016 - District 6-0 Regional Operations Plan (ROP)

PURPOSE OF MEETING: District 6-0 Regional Operations Plan (ROP) Congestion and Corridor Management Task Force Meeting #1

LOCATION: PennDOT District 6-0 Office
7000 Geerdes Blvd.
King of Prussia, PA 19406
Conference Room 203A

DATE OF MEETING: March 15th, 2007

ATTENDEES: PennDOT Engineering District 6-0 (D-6)
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South Eastern Pennsylvania Transit Authority (SEPTA)
James Madera (215-580-3505 / jmadera@septa.org)
The purpose of the Regional Operations Plan (ROP) Congestion and Corridor Management Task Force Meeting was to discuss the high level needs related to recurring congestion identified during the Stakeholder Workshop held on February 16th. Project Concepts will be developed to support these high level needs.

**ROP Background**

The meeting began with introductions and Keith Mullins (EK) briefly went through the meeting’s agenda. Keith then gave an overview of the ROP background and development.

A Regional Guidance Document was developed for PennDOT to be used in the ROP process so that it can be applied consistently for all Districts. The document details a step-by-step process for the development of the ROP.

The key steps in the development of the ROP were identified as:

1. Establish the ROF.
2. Review and update existing documents, plans, and projects.
3. Define the regional needs and priorities.
4. Identify regional operations concepts.
5. Define operations projects.
6. Develop the regional program.
7. Draft and implement the plan.

The ROP will be a living document that is to be updated every 2 years. It is being completed for all the PennDOT Districts. The ROP will be completed by July in order coincide with DVRPC’s update to the Transportation Improvement Program (TIP).

**Statewide Direction**

Bill Laubach (BHSTE) gave an overview of TSOP Project 08 *TAC Signal Study Implementation*. He explained that in 2004, the National Traffic Signal Report Card based on a self assessment of traffic signals was released. The overall national grade was a D-, and Bill noted that the scores throughout Pennsylvania mirror that national average. There is currently another self-assessment ongoing, which will be completed later this year.
Bill presented a background on the statewide traffic signal system. There are currently over 13,600 signals in Pennsylvania, with about 50% being located in the District 6-0 Region. He noted that Pennsylvania is unique in that signals on State Routes are owned and maintained by municipalities and not by the Department of Transportation. Of the 2,655 municipalities statewide, only 46% own traffic signals, and only 4% own more than 25. PennDOT’s responsibilities include issuing permits, approving new signal installations and overseeing modifications to existing signals.

In 2005, following the National Report Card, the State Transportation Advisory Committee (TAC) completed a statewide signal study. As part of the study, the TAC concluded that traffic signals are an asset that needs to be better managed; signals should be a shared responsibility; and signals should be considered at both the corridor and regional level. The conclusions of this study led to the incorporation of Project-08 into the TSOP.

Bill mentioned that as part of TSOP-08 TAC Signal Study Implementation four objectives were identified:

1. Develop a Statewide Traffic Signal Asset Management System.
   i. Phase I – Conduct a business requirements study (in progress) consisting of an evaluation of each District’s signal policies as well as functional requirements.
   ii. Phase II – IT contract for system deployments based on study development.
2. Integrated Freeway/Arterial Signal Management.
   i. Integrated Corridor Management (ICM) Pilot Effort – innovative way to use signals in a dynamic manner.
   ii. Pilot results will be shared and future efforts considered.
   i. Develop and implement regional corridor programs.
   ii. Counties are encouraged to identify key corridors.
   i. Funding can be found through signal retiming and monitoring projects.

Discussion of Operations Needs and Project Concepts

Keith began the discussion on Operations needs and project concepts by reviewing the Project Matrix for Congestion and Corridor Management, which was distributed to all attendees. He explained that the high level needs were developed during the Regional Operations Stakeholder Workshop in February. Based on the needs identified, EK developed project concepts. The purpose of the discussion was to review concepts and identify any additional concepts that best fit the needs of the District 6-0 region.

The floor was then opened to the Task Force Members to discuss needs and Operations Project concepts. The following topics were commented on during this discussion:

Traffic Signals:

- DVRPC is currently undertaking an effort to create a GIS map of all traffic signal assets in District 6-0.
  o This effort correlates to the asset management system developed as part of TSOP-08.
  o GIS Database should be complete by June or July, 2007.
It was suggested that state funds be made available for signal retiming every 3-5 years, and that this effort be tied back to the identification of the most critical corridors.

It would be optimal if the completion of regional fiber network allows for traffic signal communication with the TMC.

**ITS Deployment:**

- DVRPC noted that it will become more difficult in the future to program projects into the TIP without having a Deployment Plan established.
- It was noted that progression of deployments should move from Interstates to prioritized Arterials.
- It was suggested that the region should create asset maintenance plans which would identify performance standards for ITS assets as well as policies and procedures for the operations and maintenance of these assets.

**Identification of Key Corridors:**

- The following high-priority congestion corridors will be considered for each county:
  - Bucks County – PA-611, PA-113, PA-309 (Quakertown), PA-313.
  - Montgomery County – Will provide list. It was noted a corridor prioritization was conducted as part of the Rt. 23 TSM effort. Montgomery County will look into providing the same prioritization for I-476.
  - Philadelphia Ports – Main access that serves terminal (I-95, Delaware Ave.). It was noted that these access points will become more critical with the increased congestion due to casino construction.
  - EK will work with Philadelphia and Chester County to get a list of prioritized corridors.
  - It was suggested that corridors should be prioritized before project deployments be considered.
- It was noted that the DVRPC ITS Master Plan does not identify priority Arterial corridors.
  - Corridors are prioritized using a 5-point system as part of the Congestion Management Process.

**Transit:**

- Increased ridership is a very high priority need for SEPTA
  - Concepts should focus on programs which make trains and busses more desirable to travelers.
  - Parking management is an issue.
- SEPTA is looking to expand signal priority on major routes.
  - Looking at corridors which already have preemption installed for emergency service vehicles.
- It was suggested that SEPTA and DVRPC combine their critical corridor maps to identify areas of overlap.
- SEPTA is currently working with District 6-0 to establish a fiber connection between Operations Centers.
Will allow SETPA and District 6-0 to share video and GPS data.
Will allow SEPTA to bring more information to its riders
Will allow for corridors to become intermodal.

- SEPTA noted opportunities for increased data collection which will come from automated fare system (Smart Cards).

Questions/Comments

Additional information on the ROP can be found at www.paits.org/rop. The webpage includes updated information on meetings, ROP background, and ROP process.

It was asked that the TAC Signal Study Report be made available. The final TAC report can be found at: http://www.dot.state.pa.us/Internet/pdCommissCommitt.nsf/infoTACCommitteeReports?OpenForm

Next Steps/Action Items

The next Corridor and Congestion Management Task Force will take place on Friday, April 13th at 1:30 PM at the DVRPC office in Philadelphia, PA

- EK will update the project matrix to incorporate new needs and project concepts
- Counties will provide a list of critical corridors.
- EK will create a draft list of Operations project deployments and make available for comment.
- EK will send out invitations for next meeting once project deployments have been further developed.

We believe the foregoing minutes to be an accurate summary of the meeting and related decisions. Failing written notification to the contrary, after ten (10) days, we will consider these minutes a statement of facts.

Minutes prepared by:

Keith R. Mullins, P.E.
Edwards and Kelcey

cc: All Meeting Attendees
    EK Project File 040015.038
    EK Project Team