MINUTES OF MEETING (DRAFT)

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 Stakeholder Workshop #1

LOCATION: Delaware Valley Regional Planning Commission (DVRPC) Office
190 N. Independence Mall West
Philadelphia, PA 19106
Large Conference Room

DATE OF MEETING: February 16, 2007

ATTENDEES:

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The purpose of the Regional Operations Plan (ROP) Stakeholder Workshop Meeting was to discuss the critical Operations needs of the region with a large group of transportation planners and practitioners. The transportation stakeholders of the District 6-0 region helped to give feedback and discuss the technical direction of Operations. The workshop assisted in identifying the current status of the District and the transportation Operations needs areas and priorities.

**Introductions and Goals**

Keith Mullins (EK) began the meeting by asking everyone present to go around the room and introduce themselves as well as describe what they felt the goals were for the Regional Operations Planning process. As discussion continued around the room, the following high level goals were presented:

- Move SEPTA busses more effectively throughout the region.
- Form unity in Operations management.
- Reduce traffic congestion in Center City Philadelphia.
- Formalize Operations projects.
- Increase cost effectiveness of Operations.
- Support TSOP and ROP development.
- Lay groundwork for Operations.
- Make better use of existing infrastructure.
- Increase the use of GIS for Transportation Operations.
- Better manage expressways and arterials.
- Become more effective in emergency management.
- Improve efficiency of freight movement.
- Reduce traffic congestion going into and out of the City of Philadelphia.
- Better support the needs of the Pennsylvania State Police.

**ROP Background**

Following the introductions, Keith gave a brief presentation on the ROP background and schedule. He explained that with today’s increasing congestion and the rising cost of system expansion, there has been a shift in focus towards operating the transportation system more effectively. He also noted that the Operations planning process is used for programming, not deployment. The ROP will help to prioritize projects and secure a place on the Transportation Improvement Program (TIP). By being in the TIP, these operations projects is closer to becoming a reality and implemented.

Keith spoke about the Regional ITS Architecture as being the first step in defining the needs of the District and the Operations that address those needs. The ITS Architecture was adopted in November 2000, and is currently in the early stages of being updated by DVRPC.

The other document that provides a foundation for the ROP is the Transportation Systems Operations Plan (TSOP). The TSOP outlines the statewide Operations goals for PennDOT. The goals are general for the entire state and each district is to adapt them to their own operational needs. As part of the TSOP, PennDOT outlined 19 projects to meet their goals. These projects are the building blocks of a 5-year program that’s focus includes; incident management, congestion mitigation, and traveler information.
One of the primary objectives of the ROP is to right-size these TSOP projects to address local needs. A brief explanation and summary of each TSOP project is attached to these meeting minutes.

The ROP will be a living document that is to be updated every two years. It is being completed for all the PennDOT Districts. The ROP will be finalized by July 31st in order to coincide with DVRPC’s update to the Transportation Improvement Program (TIP).

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

1. Establish the Regional Operations Forum.
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.

It is essential to the development of the ROP to have small group discussions and share ideas on the needs and goals of all agencies in the region. The Task Force groups are small working groups that will concentrate on a specific need. The intent of the Workshop and future Task Force Meetings is to express a need, identify an operation concept that would address the need, and potentially plan a project for deployment. The Needs Areas are broader topics that will represent the individual task force groups which stakeholders can be a part of to address the needs identifications according to their individual Operations as well as in relation to the Operations of the region.

Overview of District 6-0 ITS Deployments

Manny Anastasiadis (D-6) gave the group a brief overview of the existing ITS deployments in the District 6-0 region. He noted that there are currently 101 ITS devices deployed throughout the District, and that a location update of all ITS assets is ongoing. The District has existing camera coverage over portions of I-95 corridor and I-676 in the Center City area, US-202, I-76, PA-100, I-476, and PA-309. This wide array of ITS devices including cameras are now being integrated into a robust and high speed communication network using fiber optics. Having this infrastructure and camera coverage allows for information to travel between the District and its partners much faster than before, as well as allows the District to share video with 911 centers, Pennsylvania State Police, the Counties, and others. This increased capacity to transfer information has led to the reduction in the duration of a major incident from 8 hours to 2 hours and mitigate effects of congestion. Manny noted PennDOT is taking advantage of opportunities to share fiber with organizations like SEPTA as well as with Townships to interconnect signal systems to beef up fiber in the region to accommodate ITS along arterials and local roads thereby expanding operations outside the expressway systems. There is work ongoing to continue expanding the high-speed network along all major highways in the District.

Manny spoke about the importance of traveler information and noted that PennDOT is working towards creating a Roadway Closure System, which will actively update travelers on roadway conditions. John Collins noted that Traffic.com has deployed numerous speed detectors throughout the region and has an existing phone and e-mail service which covers I-95, I-76, I-476, and will also include the PA Turnpike in the future. Jim Runk(PMTA) expressed the importance of getting the information from the web to the
drivers in the vehicle, so that they could act accordingly. It was also noted that SETPA’s Automatic Vehicle Location (AVL) system could be useful in identifying areas of congestion, although SEPTA busses do not operate on all of the District’s highways. Mike Harris (PB) also mentioned that there is a plan in place to have 511 calling system for travel information available statewide by 2008.

Needs Identification

Keith opened up the floor for everyone to identify specific operations needs of the District 6-0 region. These needs would then be grouped into 4 needs areas, out of which the task forces will be created. The group defined the following critical Operations needs for the region:

- Establish a fiber connection between PennDOT and SEPTA.
- Establish full ITS coverage along the Interstates.
- Establish a link between PennDOT and private industry to help facilitate goods movement. Examples include UPS, FedEx and Ports.
- Define formal career paths for Operations staffing.
- Establish more effective traffic signal management, both regionally and corridor based.
- Improve traffic signal operations and maintenance.
- Establish judicial clearance for incident management.
- Construct Operations Centers for the City of Philadelphia, Philadelphia Sports Complex, and DRPA.
- Have greater consistency in information sharing.
- Shift the primary focus of Operations to arterials for areas that are not served by a Expressway / Interstate.
- Increase Transit Operations capacity.
- Establish a more effective traveler information network.
- Parking management.
- Increase service patrol coverage to include all Interstates and high-volume Expressways.
- Establish more effective corridor management. This includes response plans, ITS deployment on arterials, multi-municipal agreements, consideration of heavy vehicles and clearer signage.
- Improve local incident management by creating pre-defined response plans.
- Complete electronic mapping of detour routes and allow for them to be accessed via the web.
- Enhance the marketing of Transportation Operations by educating the public and establishing better traveler information.
- Mitigate congestion due to incidents by alerting private stakeholders (especially major goods carriers). This can help to lessen the effect of incidents by decreasing the number of vehicles on the road.
- Include all media outlets in traveler information sharing.
- RIMIS deployment.
- Consider the cost of maintenance for Operations projects when planning additional deployment.
- Formalize a fiber communications plan for the signalized arterials.
- Include an Operations and ITS review for all new PennDOT projects.
Task Forces

During the Regional Operations Forum Meeting on January 11th, four potential Task Forces were identified, and Keith presented this list to the group. The list included:

- Traffic Signals
- Goods Movement
- Incident and Emergency Management
- Information/Video Sharing

The group agreed that while this list was a good start, it did not fully encompass all of the needs that had been identified. It was determined that traveler information was a high priority and that goods movement could fall under that category. Traffic signals was also agreed to be too narrow of a needs area, so it was expanded to include all of corridor management. The following four task forces were finalized:

- Corridor & Congestion Management – Includes recurring congestion, traffic signal operation, highway management, and transit.
- Traveler Information – Include public industry such as goods movement community, media, and the general public.
- Institutional Coordination – Includes information and video sharing between Operations partners.
- Incident and Event Management – Includes regional strategies to mitigate non-recurring congestion.

Keith asked that each organization present at the workshop join at least one of the four task forces and that someone volunteer to lead each. He stressed the fact that these task forces could extend beyond the ROP and continue to be useful in identifying what can be done to improve Operations.

Questions/Comments

For additional copies of meeting materials or additional information on the ROP visit the ROP website (www.paits.org/ROP). The website includes information on meetings, ROP background and process.

Next Steps/Action Items

The Taskforce Meetings have been tentatively set for Wednesday & Thursday, March 14th & 15th. Meeting times and locations will be distributed once times and locations are finalized.

- EK will send out task force meeting invitations to all stakeholders.
- Each stakeholder is encouraged to attend at least one task force meeting.

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:

[Signature]

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

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