

## **Transportations Operations Task Force Meeting**

**Meeting Time: Monday, September 20, 2010 at 10:00 AM**

**Meeting Location: DVRPC Main Conference Room**

### **Meeting Highlights:**

#### **1. Welcome and Introductions**

Bill Ragozine, Cross County Connection TMA (CCCTMA) welcomed members and thanked them for attending.

#### **2. Two Minute Agency Reports**

Each person in attendance introduced themselves and added any relevant ITS updates from their agency. Some of the highlights include:

- ▶ ITS Pennsylvania: At the recent Tri-State ITS conference, it was announced that Lou Cortelazzi from the PA Turnpike is the ITS person of the year.
- ▶ PennDOT: The PennDOT TMC will be undergoing some modifications during a renovation process. A fiber connection to all of the County Emergency Operation Centers is nearly complete and a video conferencing system will be installed by January 2011.
- ▶ Pennsylvania Turnpike Commission: Several VMS signs will be installed in the region by the end of October in anticipation of the Northeast Extension widening project, open for bid in December. The first phase is a 3-year project to widen from the Mid-County interchange to Berks Road and then another 3-year effort to widen from Berks Road to the Lansdale interchange.
- ▶ Cross County Connection TMA: Continue to support local NJDOT construction activities by using their website to display local detours and new turning movement through the intersection NJ 70/73 Marlton Circle project. The site contains maps, video, photos and set of written directions describing each movement in detail to minimize driver confusion.

#### **3. NJDOT Emergency Service Patrol (ESP) Safety Recommendations**

Ken Beam, NJDOT, gave a presentation on the results of a recent study to evaluate how to improve the safety of NJDOT Emergency Service Patrol Vehicles. In light of this years tragic incident, where an NJDOT ESP driver was struck and killed by a motorist, DOT officials met with a

panel of ESP drivers to discuss possible improvements that can be made to make their job safer. Potential improvement strategies were broken down in implementation time frames of three months, six months, one year or long term.

Some of the recommendations include:

- ▶ Using other available radio bands during incidents
- ▶ Limit the amount of time drivers spend behind the ESP vehicle
- ▶ Walking on non-drivers side of vehicle
- ▶ Deflectors for air compressor exhaust
- ▶ Use of jumper boxes instead of jumper cables to start car batteries
- ▶ Use of red and yellow rear light bars to provide more visibility
- ▶ Upgrading ESP vehicles to medium-duty tow trucks
- ▶ Changing the body styles of the vehicles to allow only right side access to the storage compartments

#### **4. I-95 Delaware County Road Safety Operations Audit**

Laurie Matkowski and Kevin Murphy, DVRPC, gave a presentation on the I-95 Delaware County Road Safety Operations Audit that took place on June 3<sup>rd</sup> and 4<sup>th</sup>. DVRPC in coordination with PennDOT District 6-0, and the Federal Highway Administration conducted a Road Safety and Operations (RSOA) on the Delaware County portion of I-95. One of the reasons this location was initially chosen is that it contains four high crash locations as identified by PennDOT on their 2008 high crash locations list. Generally, a Road Safety Audit focuses primarily on the safety performance of arterials roads. However based upon a recent effort by DVRPC to perform an Operations Audit on US 202 Section 200 and a completed Transportation Systems Management and Operations Study for I-95, Delaware County and there was a unique opportunity for operations to be incorporated into the RSA process for this corridor, and is the first endeavor of this kind. The purpose of the audit is to examine the safety and operational issues of the corridor and develop improvement recommendations. One of the benefits of an RSOA is it is a collaborative effort from a team with members of varying backgrounds and expertise and local knowledge of the roadway.

The RSOA process involves a pre-audit meeting to discuss all the background data such as land use, traffic counts, operational characteristics, congestion management process, and analyze the crash data and other safety issues. Next a field visit is conducted which was a windshield survey of the corridor to identify safety issues and examine conditions. Typically audits involve walking the corridor, but pedestrian activity is prohibited on I-95, so a small bus was used. One of the lessons learned from the process was that the visibility from the bus was not the same for all stakeholders. Future RSOA efforts may involve breaking the audit group up into several vehicles to conduct the

field visit. The audit process concluded with a post audit meeting to define the problems, and brainstorm improvement recommendations.

The main result of the audit is the development of a Recommendation Matrix that highlights all of the issues, potential improvement strategies, level of effort and estimated safety and operational benefits for each strategy. Along with location specific recommendations there were many corridor wide issues and strategies dealing with signs/delineation, guide rails, striping/lane markings, interchanges/lane storage, glare, emergency response, drop-offs, congestion, maintenance and lighting.

## 5. Status Updates

**Regional Fiber Communication Inventory:** Rick Murphy, DVRPC, provided an update on an effort to inventory agency fiber communication assets. Currently, many agencies are installing fiber throughout the region; however, there is little inter-agency coordination. The purpose of this effort is to locate and map the agency fiber. Combining the data into a single database will promote a more coordinated effort and facilitate communication among the agencies allowing them to share traffic information and CCTV images. A regional map of agencies fiber location data was presented. The next steps are to hold an agency coordination meeting to determine procedures for inter-agency connection, develop priorities on what data to share and and develop procedures to continually maintain the data as new fiber is installed throughout the region.

**RIMIS:** Chris King, DVRPC, provided an update on the Regional Information Multimodal Information Systems (RIMIS) project. A contract was signed with TRANSCOM in January and recently completed activities include purchasing and installing hardware and software, and developing the RIMIS database, acceptance testing and initial agency specific configuration. RIMIS officially became operational on July 1<sup>st</sup> and currently receives all New Jersey incident data. A notice to proceed will be given to TRANSCOM on October 1<sup>st</sup> to build the data interface to PennDOT's Road Condition Reporting System. Once this connection is made, RIMIS will be rolled out to other agencies. Outreach has been conducted to many agencies such as PennDOT District 6 and PennDOT Central Office, PTC, DelDOT, and Burlington County.

**ITS Regional Architecture:** Chris King, DVRPC, stated that an initial draft of Executive Summary has been completed and is under internal review by DVRPC staff. The intent of this document is to provide the reader with an overview of the Regional Architecture. It walks the reader through the step by step process of how the Architecture was developed and serves as an introduction for a technical audience. Elements of the Regional Architecture include scope, stakeholders, needs and services, subsystems, operational concept, functional

requirements, and project sequencing. It is expected that this executive summary will be ready for agency review later this fall.

The core of the Regional ITS Architecture still resides in databases and graphics maintained by DVRPC. These diagrams depict the interconnection and the information that flows between the various stakeholders. With the large number of stakeholders in the region, printing out each of these diagrams would produce a very large, cumbersome document. In order to deliver an ITS Architecture that is easy to update and maintain, all of the data and information was entered into Turbo Architecture software program. Diagrams for each stakeholder will be available on a new website currently under development.

**I-295 Burlington County Construction Monitoring Project:** Laurie Matkowski, DVRPC, stated that originally, this rubblization and repaving project in Burlington County on I-295 was to span two summer construction seasons. However, NJDOT and the contractors condensed the schedule to cover summer and early fall 2010 only. Southbound and Northbound directions of the highway were shifted to either side to complete the repaving. DVRPC is evaluating the project with respect to incident management, ITS installation, traffic volumes, and travel times. ASTI and INRIX data will be used to evaluate traffic volumes and travel times on mainline I-295 and official and unofficial detour routes. NJDOT ESP calls, contractor towing, and crash data is also being used for evaluation. Preliminary results on this study should be available in a few months.

## **6. New Business**

### **Next Meeting Date**

- ▶ **December 6, 2010** - The next meeting will begin at 10 AM and lunch will be provided immediately following the meeting.

**MEETING ATTENDEES:**

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| 1)  | Richard Brahler    | Bucks County Planning Commission                     |
| 2)  | Mathew Anderson    | Chester County Planning Commission                   |
| 3)  | William Ragozine   | Cross County Connections TMA                         |
| 4)  | Brendan Cotter     | Delaware County Planning Commission                  |
| 5)  | Carmine Fiscina    | Federal Highway Administration – Philadelphia Office |
| 6)  | Ryan Jeroski       | GVFTMA   |
| 7)  | Wes Ratko          | Montgomery County Planning Commission                |
| 8)  | Ken Beam           | New Jersey Department of Transportation              |
| 9)  | Manny Anastasiadis | PennDOT District - 6.0                               |
| 10) | Pete Sisifo        | PennDOT District - 6.0 – Philadelphia Maintenance    |
| 11) | Lou Cortelazzi     | Pennsylvania Turnpike Commission                     |
| 12) | Don Steele         | Pennsylvania Turnpike Commission                     |
| 13) | Derek Ziegler      | Philadelphia Office of Emergency Management          |
| 14) | Rich Montanez      | Philadelphia Streets Department                      |
| 15) | Steve Jesiolowski  | SEPTA  |
| 16) | Chris King         | DVRPC  |
| 17) | Laurie Matkowski   | DVRPC  |
| 18) | Kevin Murphy       | DVRPC  |
| 19) | Rick Murphy        | DVRPC  |
| 20) | John Ward          | DVRPC  |
| 21) | Matt West          | DVRPC  |

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