Highlights from the October 15th, 2020 Transportation Operations Task Force Meeting
(Held via Zoom)

1. **Welcome & Introductions**
   Chris King, the Delaware Valley Regional Planning Commission (DVRPC), thanked everyone for attending.

2. **DVRPC Long Range Plan Update**

   Jackie Davis, Senior Transportation Planner, DVRPC provided an update on the process and timeline for the Connections 2050 Long-Range Plan for the Delaware Valley. This included the scenario planning process, which identified and evaluated major forces affecting the region and led to a range of four future scenarios that the region could face. Each scenario was presented, along with next steps for using them to inform the vision, goals, and strategies to be included in the Connections 2050 Long-Range Plan.

3. **DVRPC Transportation Systems Management and Operations (TSMO) Master Plan Discussion**

   With DVRPC in the midst of a TSMO Master Plan update, it was vital to receive input from a wide range of stakeholders concerning their operational priorities, both now and in the future. Nearly all agencies that deal with transportation initiatives in one capacity or another, whether through the direct ownership of infrastructure, or through the implementation of transportation policy, were invited to provide input. Though preliminary discussions with these agencies captured a vast array of issues, for this meeting, agencies were asked to discuss only their most primary priorities.

   Southeastern Pennsylvania Transportation Authority (SEPTA): Jennifer Dougherty, Manager of Long-Range Planning, provided an overview of SEPTA's upcoming Comprehensive Bus Network Redesign. The overarching purpose is for a holistic view of the network, focusing efforts on customer needs and shifting travel patterns. Goal of the redesign is to create a more efficient network, while operating within current and future constraints (i.e., limited resources). This may include, but not limited to high frequency routes, consistent headways, and constant communication concerning detours. Out-of-the-box thinking encouraged throughout the redesign.

Montgomery County Planning Commission: Matt Popek, Senior Transportation Planner, detailed six operational aspects of its Comprehensive Plan that Montgomery County would like to see within the TSMO Master Plan: Expanded ITS; Increased Transit; Improved Bike/Ped Infrastructure; Collaboration on Travel Demand Management; Improved Freight Movement; and Reduce Environmental Impact of Infrastructure. Overall, and through various means, the county would like the Master Plan propose strategies and goals focused on the improvement of transportation quality and increasing mode choice for residents and workers.

Pennsylvania Department of Transportation (PennDOT): Dan Farley, Chief of TSMO and Performance, offered six strategic goals of the DOT: Sustainable Policy-based Investments; Open, Proactive Communications; Sustainable Infrastructure Investments; Effective Partnerships; Innovative, Smart, and Diverse Organization; and Safety at All Levels. From a purely TSMO perspective, PennDOT seeks to integrate operations planning into the overall project development process, as well as provide TSMO documentation for other agencies to follow. Along with increased support for multimodal projects, the DOT will continue to use emerging technologies to alleviate congestion throughout the state.

Burlington County: Mike Nei, Supervising Engineer reviewed that Burlington County operates its own Traffic Operations Center, consisting of 130+ traffic signals, 400+ cameras, and seven DMS. Moving forward, the county will continue to effectively operate its signals, while seeking a clear regional strategy on the ever-growing need for safe and effective data sharing amongst agencies and third parties. Burlington looks to expand ITS use for corridor management, ensure first responders have access to real-time video feeds, and participate in the development of a well-defined and regional Connected and Autonomous Vehicle (CAV) plan.

Camden County: Andrew Levecchia, Director of Planning, presented the operational vision for Camden County, which seeks to create a comprehensive strategy to alleviate peak period congestion. Improved traffic flow, in turn, would increase the economic attractiveness of the county, specifically for the city of Camden. To aid in this goal, the county looks to build a Traffic Operations Center (TOC) to serve as a hub for an increased ITS and transit network. As a driver of economic activity, the county looks to improve egress along the Delaware River Waterfront after workdays and major events. Though there are many modes of travel to be found within this dense employment center, by also modernizing Walter Reed Transportation Center, these modes could be used more efficiently by all types of travelers.

Chester County: Brian Styche, Environment, and Infrastructure Director, began with an overview of Landscapes 3, the county's Comprehensive Plan, which includes many operational strategies

and goals. Moving forward, the county strives to meet travel needs and reduce congestion via transportation demand management and expanded transit availability. Chester County believes it will be vital to harness emerging technologies, such as autonomous vehicles to maximize the effectiveness of public transportation.

Transportation Management Association of Chester County (TMACC): Tim Phelps, Executive Director, feels a long-term view of congestion mitigation and air quality issues should be taken by those in the county and beyond. Some initiatives include improved north-south trail and transit connections throughout the county, a region wide fare instrument for transit riders to transfer seamlessly, and CAV to be cautiously integrated to ensure the safety of bicyclists and pedestrians. And to capture some 'lighthearted pie-in-the-sky' thinking, the TMA envisions a High-Speed Gondola between Phoenixville and Paoli.

Delaware Department of Transportation (DelDOT): As per Gene Donaldson, TMC Manager, DelDOT currently operates a 24/7 Traffic Management Center, which is essential in the management of statewide telecommunication system, statewide electronic monitoring system, and statewide computerized signal system. DelDOT works to ensure the massive amounts of data necessary for these endeavors is effectively and securely managed in the cloud. DelDOT is forward thinking in its use of unmanned aircraft system (UAS), CAV, and Artificial Intelligence in the management of traffic flow. In the future, DelDOT will actively pursue Mobility as a Service and Mobility on Demand.

Port Authority Transit Corporation Speedline (PATCO): PATCO is close to having all stations be 100% ADA compliant, which will be a major piece of the puzzle in creating a truly comprehensive transportation network. Additionally, with the assistance of a $12.5 million FTA grant, PATCO will reopen the Franklin Square Station in Philadelphia.

Mercer County: According to Matt Lawson, Principal Transportation Planner, a primary focus of Mercer County moving forward is the exploration of future funding sources. As with other counties in the region, Mercer would like to see a comprehensive CAV plan for the region, especially given the fact that these vehicles will be traversing multiple jurisdictions, all of which have varied infrastructure. Future capital projects should include the necessary amenities for bicyclists; Mercer is interested in a Traffic Operations Center; and the county hopes to work closely with NJ Transit to think systematically about bus routes.

Delaware County Transportation Management Association (DCTMA): Tracy Barusevicius, Executive Director, expressed the importance of viewing the transportation network as a whole

within Delaware County, and improving what currently exists, as opposed to only building new. Existing roadways could be retrofitted for additional modes, and outdated connections should be improved to reduce mobility bottlenecks. When reviewing RFPs for future construction, projects that place a strong emphasis on smart mobility should receive additional consideration. Parking should no longer be viewed as free, and excess parking should be repurposed for other use. Though there are two major transit hubs in the county, in Chester City and 69th Street, commutes from either typically take a long time (requiring multiple transfers); express busing would be a possible solution. Whatever changes occur, it is vital to communicate them effectively to the public, especially given Delaware County's aging population.

Bucks County Planning Commission: The county is advocating for a countywide traffic signal modernization program, improved emergency vehicle signal preemption, signal prioritization for freight, and increased roundabouts to reduce crash points. In addition, the county looks to upgrade its traffic systems to be prepared for the arrival of CAV.

4. **New Business**

- **Other Business**
- **Upcoming Events**
  - **ITSNJ Virtual Annual Meeting;** October 19, 2020
  - **National Traffic Incident Response Awareness Week;** November 9-15, 2020
- **Next Meeting:** January 20, 2021

1.	Christian	Regosch	Bucks County Planning Commission
2.	Michael	Nei	Burlington County
3.	Patrick	Reilly	Burlington County Bridges
4.	Andrew	Levecchia	Camden County
5.	Brian	Donovan	Chester County Planning Commission
6.	Eric	Quinn	Chester County Planning Commission
7.	Brian	Styche	Chester County Planning Commission
8.	Tracy	Barusevicius	Delaware Co TMA
9.	Corey	Brown	Delaware County Planning Department
10.	Chris	Marsh	Delaware Department of Transportation
11.	SHEKHAR	SCINDIA	Delaware River and Bay Authority
12.	Tonyelle	Cook-Artis	DRPA
13.	Paul	Carafides	DVRPC
14.	Jaclyn	Davis	DVRPC
15.	Tom	Edinger	DVRPC
16.	Maridarlyn	Gonzalez	DVRPC
17.	Justin	Neff	DVRPC
18.	Elizabeth	Schoonmaker	DVRPC
19.	Ian	Schwarzenberg	DVRPC
20.	Dennis	Zhu	DVRPC
21.	Jeff	Englr	FHWA - PA
22.	Ek	Phomsavath	FHWA-NJ
23.	Matthew	Lawson	Mercer County
24.	Kathleen	Martin	Montgomery County Planning Commission
25.	Matthew	Popek	Montgomery County Planning Commission
26.	Todd	Evans	Mount Laurel Fire Department
27.	Robert	Pomykala	New Jersey Institute of Technology
28.	Dennis	Caltagirone	NJDOT
29.	Susan	Catlett	NJDOT
30.	Elizabeth	Falcon	NJDOT
31.	Marquis	McEwen	NJDOT
32.	Simon	Nwachukwu	NJDOT
33.	Wayne	Patterson	NJDOT
34.	Jagdish	Rana	NJDOT
35.	Rex	Miller	PA DEP Southeast Regional Office
36.	Dan	Steele	PA State Police Troop K Philadelphia
37.	Rohan	Hepkins	PATCO
38.	David	Alas	PennDOT
39.	Emmanuel	Anastasiadis	PennDOT
40.	Daniel	Farley	PennDOT

41.	Matt	Elliott	PennDOT 6-0 RTMC
42.	Frank	Cavataio	PennDOT HSTO
43.	Todd	Leiss	Pennsylvania Turnpike Commission
44.	Jennifer	Dougherty	SEPTA
45.	Josh	Gottlieb	SEPTA
46.	Michael	Liberi	SEPTA
47.	David	Montvydas	SEPTA
48.	Tim	Phelps	TMACC
49.	Bobby	Glantzberg	TRANSCOM