



Transportation Operations Task Force (TOTF)

Highlights from the July 15th, 2021 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. Agency Spotlights

Pennsylvania Turnpike Commission (PTC): PTC currently has a number of data sharing agreements with 3rd party platforms, including Waze and Google Maps, and will soon be a partner of Apple Maps; the purpose of these partnerships is to disseminate accurate, real-time information to drivers. PTC has multiple internal dashboards, ranging from an Incident Timeline Dashboard to a Live Deer Encounter Dashboard, either operational, or in the pipeline to actively monitor the ever-changing conditions of the roadway. PTC has a close partnership with Haas Alert, which not only alerts drivers to the location of downstream response vehicles, but also provides those in the operation center with accurate fleet location information.

New Jersey Transit (NJT): NJ Transit has four Key Mobility Innovation Areas: Multi-mode Trip Planner; Smart Train and Bus; Video Analytics; and Micro Positioning/AVs. Moving forward, and to prepare for a multimodal and on-demand future, NJT looks to provide a multitude of mobility options via a single Statewide Trip Planner. Buses and trains will be 'smarter', both from the riders' perspective, but also by their ability to receive and disseminate granular information throughout and about the transportation network. Video analytics will provide traditional incident and security awareness, while collecting real-time information on operational conditions, such as parking availability and tunnel conditions. Micro positioning of assets will allow for more efficient garage management, as well as knowing exactly where personnel are, especially in the event of an emergency.

There are some Connected and Automated Vehicle initiatives taking place in the NY/NJ region, with the main takeaway being that interagency coordination is mandatory for any regional approach to be successful.



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Pennsylvania Department of Transportation (PennDOT): As part of its TSMO Performance Review, PennDOT examines Incident Clearance Times for each District and County throughout the state. This analysis allows for a year-over-year comparison of both number of incidents and incident duration, broken down by roadway. PennDOT has also conducted predictive analysis examining the impact winter weather has on increased crash likelihood, for both commercial and non-commercial vehicles. PennDOT is in the process of securing a video sharing agreement with neighboring states and agencies, to allow for enhanced awareness of region wide incidents.

New Jersey Department of Transportation (NJDOT): NJDOT is in the midst of a pilot project that involves the installation of Connected Vehicle Technology along its roadways. This equipment and associated applications will allow information to be shared vehicle-to-vehicle, as well as vehicle-to-everything, increasing the effectiveness at which the roadways can be operated. Four significant functions by which the information will be used are: Signal Phasing and Timing; Intersection Geometry Data; Traveler Information Messages; and Basic Information Messages. NJDOT currently has four Adaptive Traffic Signal Systems: NJ 18 with 13 signals; US 1 with 35 signals; US 130 with 15 signals; and NJ 32 with 2 signals. Upcoming projects include an extension of the US 1 and NJ 18 systems, as well as adding 36 adaptive signals to US 9.

3. 2021 Meeting Dates

- October 21st, 2021