President’s Message:

Time flies when you’re having fun, but this year went faster than ever. So, what’s been going on with MASITE?

We had an excellent joint MASITE / ITSPA Annual Meeting in Pittsburgh this September. Another round of thanks to Megan mmcdermott@msconsultants.com and Jennie jennifer.mccracken@aecom.com and their army of committee help. Look for further details and recaps later in the newsletter.

It was great seeing all of you at the TESC conference at PSU a few weeks ago. I hope you enjoyed the MASITE social and extra drinks. Thanks Jenn Jennifer.Walsh@hdrinc.com for helping pull that great annual event together.

I started the year by telling the Board, even though it’s a volunteer organization and I greatly appreciate all their efforts, we need to hold each other accountable to our roles and responsibilities. This accountability starts with me, so here’s an end of the year recap of the goals we had (mentioned in my first newsletter).

• Improving the benefits to the members
  o We had reduced costs for local events and provided happy hour drinks at the Annual Meeting and TESC conference

• Increasing participation in local events
  o We had an increase in number of local area events; as well as an increase in the amount of attendees due to speakers/topic interest, reduced costs, and increased amenities

• Possible board restructuring
  o Although it took much longer than anticipated, we have voted internally to change the board structure and are currently working on modifying our by-laws for presentation / approval by the members (you)
  o The goal is to make it easier for new members to join the board and get involved, reduce the board duration so ideas and board members are fresh and energized, and placing board members in positions that suit their skills.

I feel we accomplished our goals, but it’s up to you to decide. I’ll end with another round of thanks to all our board members, volunteers, and especially our MASITE Company Sponsors – we really appreciate you. Lastly, thank you again for the opportunity, it’s been a real honor.

Goodbye my good friend…. it’s been fun.

Chris Prisk
2018 MASITE President
2019 MASITE BOARD MEMBERS

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2019 MASITE COMMITTEE MEMBERS

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<thead>
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<th>Langan</th>
<th>724-514-5100</th>
<th><a href="mailto:cprisk@Langan.com">cprisk@Langan.com</a></th>
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</thead>
<tbody>
<tr>
<td>2019 Mid-Colonial Annual Meet Chair</td>
<td></td>
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<tr>
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<td>Alfred Benesch &amp; Company</td>
<td>610-439-7066</td>
<td><a href="mailto:eschwartz@benesch.com">eschwartz@benesch.com</a></td>
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<tr>
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<td>Student Chapter Liaison, Univ. of Pittsburgh</td>
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<td><a href="mailto:bdicola@gfnet.com">bdicola@gfnet.com</a></td>
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<td>VACANT</td>
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<tr>
<td>Section Advisor</td>
<td>Jenn Walsh</td>
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<td>Eastern Area Engineer’s Club Liaison</td>
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MASITE NEWS

Central Area – Mike Davidson

This year the Central Area held five events:

• In February, Jason Hershock, Manager of Safety Engineering & Risk Management Unit at PennDOT, presented on PennDOT’s latest efforts and initiatives with the Highway Safety Manual and highway safety analysis.

• In May, Steve Deck, AICP, Executive Director of Tri-County Regional Planning Commission, presented the Harrisburg Area Transportation Study Regional Transportation Plan Update. This version of the update is in website format and Steve walked attendees through the plan and discussed a few major topics in-depth.

• For the annual event with PennDOT District 8-0, Dave Hamlet, Gannett Fleming, and Ross Buchan and Brett Abrahamsen of Whitman, Requardt & Associates presented on Diverging Diamond Interchange projects currently in design within the district. Dave presented on the I-83 Exit 4 improvements and Brett and Ross presented on the SR 322/222 interchange project.

• In October, Mike Shea from Signal Control Products provided traffic signal controller training to attendees. During the first half of the event, Mike taught in a classroom setting. Afterwards, the group went to a nearby signal and Mike gave an overview of the equipment inside the cabinet.

• In December, a networking event was held with other professional societies. “Networking 101” was an event with breakout sessions with an expert panel. This was followed up with a social where monetary donations were requested towards a new school bus for Ben Franklin Elementary in Harrisburg.

Thank you to everyone who participated in the events and especially the people who gave great presentations. Please contact me at mdavidson@gfnet.com if you would like more information on any of the events and I will see you in 2019.

Western Area – Lindsey Ulizio

The western area started 2018 with full steam and continued momentum throughout the year. The western area hosted Ms. Karina Ricks, the Director of Mobility and Infrastructure for the city of Pittsburgh, Pennsylvania as the presenter at the first event. The luncheon was held on May 24th at the Engineers’ Society of Western Pennsylvania in downtown Pittsburgh. Ms. Ricks spoke to the 60 attendees about Smart Cities and Pittsburgh’s continuing transformation toward enhancing mobility for all people and all modes of transportation.

The attendance continued to grow with 70 registrants for the second event held on September 26th at the Meadows Casino and Racetrack in Washington, Pennsylvania. Mr. Joseph Szczur, the District Executive of PennDOT District 12-0, was the keynote speaker at the luncheon and presented various innovative current, planned, and completed solutions to address the transportation challenges within the District. These solutions included the intelligent transportation system (ITS), I-70/Route 19 diverging diamond interchange, New Stanton interchange and SR 519 roundabouts, continuous “T” Route 31, and Smart Spine adaptive traffic signals.
The western area switched from a luncheon to an evening event and partnered with the University of Pittsburgh ITE Student Chapter to wrap up the year with Mr. Benjamin DeVore, the Tunnel Maintenance Manager for PennDOT District 11-3. Over 30 attendees, both students and consultants, packed into a presentation room on campus to learn about the ins and outs of the Pittsburgh tunnels: from operations to maintenance to incident management.

We thank all of our keynote speakers for their insightful and powerful presentations, and we look forward to the 2019 event schedule!

Easter Area – Peter O’Halloran

The Eastern Area held a nice list of events through the course of the year…

- 2/15 - Joint Meeting with ASHE - A Discussion Of Upcoming Major Projects in Delaware - Robert McCleary, DelDOT
- 3/29 - City of Philadelphia Cabinet Controller Training - Stefan Haight, General High Products
- 4/3 - Planning for the Parade of Champions - Rich Montanez, City of Philadelphia & Scott Sauer, SEPTA
- 7/11 - Market Street / JFK Boulevard Philadelphia Bike Lane Pilot Discussion and Happy Hour - Gus Scheerbaum & Kisha Duckett, City of Philadelphia
- 8/2 -Joint Social with ITSPA at the Phillies Baseball
- 8/30 - Cornhole Tournament Social - Fishtown Hops, Philadelphia
- 11/14 - New Jersey Signal Controller Training - Marty Livingston, Burlington County & Mike Shea, Signal Control Products

MASITE Annual Meeting

The MASITE section held another successful Annual Meeting on September 10-11, 2018 at the Doubletree by the Hilton in Downtown Pittsburgh, PA. The 2018 Annual Meeting was a joint venture with ITS Pennsylvania with co-chairs Megan McDermott (ms consultants) representing MASITE and Jennie McCracken (AECOM) representing ITSPA. The technical sessions and panel discussions addressed both the current and future needs of our industry which included the ongoing advancements of mobility, safety and intellectual transportation options for any mode of ground transportation.

Prior to the official start of the Annual Meeting, a welcoming reception was provided that consisted of pub-type buffet, drinks and the optional Escape Room Game organized by Stephanie Zolnak (PennDOT District 11-0) and the social committee; Jessica Belovich (Michael Baker), Mike Mudry (TPD), Frank Mayer (Mackin) and Chris Prisk (Langan). The winners of the game room were Jennie McCracken (AECOM), Orla Pease (AECOM) and Mike Mudry (TPD).

As the Annual Meeting started on Monday morning, breakfast was provided along with welcoming addresses from representatives of both ITE (Jeffrey Lindley – CTO) and ITS America (Shailen Bhatt – President and CEO). The morning sessions topic included Signal Timing Technologies, Highway Safety Manual Applications, Transportation Modelling and Future Perspective of Transportation. During the lunch hour, a $1000 donation was presented to the American Red Cross to support the regions’ families who have been affected by the relentless flooding this year.

As the business meeting started during the lunch hour, Orla Pease (AECOM) was presented as the 2018 MASITE Person of the Year Award. Todd Leiss (PTC) was presented with the ITSPA Person of the Year award for his outstanding contribution to the society and the PTC’s efforts related to work zone safety. The MASITE Project of the Year was the I-495 Lane Extension project in Delaware submitted by RK&K. The ITSPA Project of the Year was the TMC Boot Camp that provided training to TMC operators not only within Pennsylvania, but other states as well.
A keynote address was given Monday at lunch by the Pittsburgh Port Authority of Allegheny County (PAAC) CEO, Katharine Kelleman, where she shared updates on the PAAC strategic plan and technology advancements. Thank you to Dominic D’Andrea (SPC), Courtney Ehrlichman (Ehrlichman Group) and Dan Corey (AECOM) for coordinating such an impactful keynote speaker.

The Monday afternoon sessions included information on CAV testing and training, Multi-modal projects, Advanced Traffic Management Systems (ATMS), and Trains, Boats and Truck issues of Pennsylvania. The Annual Meeting sessions provided two tracks; general transportation issues and technology related issues.

The 241 registered attendees represented 45 different companies, 3 colleges and 10 public agencies along with 23 various vendors/exhibitors. The registration committee polled the registrants and found that 20% of the attendees were members of both organizations, 25% were members of ITE only, 17% were members of ITSPA only and 62% of the attendees were not members of either group. A BIG thank you goes to Drew Horgan (Jacobs), Naomi Morris (AECOM) and Dan Ormand (Rybinski) who were the members of the registration committee that kept everything so well organized.

Monday night festivities started at 6pm at Il Tetto, the third floor of Sienna Mercato in the Cultural District of Pittsburgh. As the rain stopped for the night, the Annual Meeting participants were all invited for an evening of networking beneath the stars as they enjoyed the delicious buffet and wide selection of drinks at the rooftop bar. A special thanks goes out to Jessica Belowich (Michael Baker) and the social committee for a wonderful night.

Tuesday morning started with breakfast buffet, followed by topics on Partnering and Cooperation, Innovative Mobility and Safety Apps, Future Directions and Big Data and a Panel Discussion on Roundabouts. The technical committee led by Scott Thompson-Graves (WRA), with the help of Judy Iszauk (HDR), John Egger (AECOM) and Adam Hopps (Transportation Ops), did an awesome job with the program for this Annual Meeting.

The afternoon continued for those registered for either of the two workshops available; Improving Highway Safety with ITS or the Update to the Highway Capacity Manual by McTrans. A special thanks to Amber Reimnitz (Michael Baker) and Kelly Rigot-Gargan (Lochner) for making the two workshops possible.

Professional Development Hours (PDH) for the Annual Meeting are provided through the ITE Learning HUB (https://www.pathlms/ite/courses/8930). A total of 9 PDH’s were available for the main part of the meeting with 4 additional PDH’s being provided to the workshop.
attendees. Dave DiGioia (McMahon) and Steve Stuart (Michael Baker) were instrumental in getting these PDH’s provided. Last but not least, two more committees tend to go by without getting the praise they deserve. The Graphics and Publicity committee did a spectacular job in turning around the meeting program in a reduced amount of time. So thank you to Kevin Conahan (Drive), Andrea Carberry (Rybinski) and Ross Buchan (WRA) for such a great effort. The last committee to be mentioned is the Student Outreach Committee; Brad DiCola and Keith Johnson (Gannett Fleming) sent multiple emails to students in order to offer this beneficial meeting to the students that will be the future of the organizations.

The co-chairs would also like to say again how much they appreciated the sponsors of the Annual Meeting this year - -- AECOM (Platinum), Iteris (Platinum), Q-Free (Gold), Tri-State Traffic Data (Gold), Whitman, Requardt and Associates (Gold), Michael Baker (Silver), ms consultants (Silver), Pennoni (Silver), McMahon (Silver), RK&K (Silver), Gannett Fleming (Silver), WSP (Silver), Drive Engineering (Silver) and JMT (Silver) for their support to make this a successful Annual Meeting. A special thanks go out to Giuseppe Mammana (Michael Baker), Brad Marstellar (JMT) and Andy Rebovich (AECOM) for all their efforts on the exhibitor and sponsorship committee.

If you were unable to attend this year and would like information or would like to help in the planning of the 2019 MASITE Annual Meeting, please contact Elizabeth Schwartz (eschwartz@benesch.com).
CALL FOR VOLUNTEERS – Volunteers are needed for the 2019 MASITE annual meeting planning committee. The planning committee is a great way to get more involved in MASITE and network with other professionals. The meeting is scheduled for Fall 2019 and will be held in eastern PA. Please see the following subcommittees if you are interested in volunteering or know someone who is:

- Technical Program
- Exhibitors
- Registration
- Welcome Reception
- Keynote Speaker
- Venue Coordination
- Graphics and Publicity
- Audio/Visual
- Finance

Please email Liz Schwartz eschwartz@benesch.com with contact information and a subcommittee preference if you are interested. A kickoff meeting will be scheduled after the New Year. Your time and expertise will go a long way to help make the 2019 MASITE annual meeting a success. Thank you!

ITE Mid-Colonial District Members

The results of the Mid-Colonial District are summarized below:

President: Kathryn Russo
Vice-President: Gerard Baxter
Secretary/Treasurer: Nicole Kline-Elsier
International Director: Jeffrey Riegner

Thank you to the candidates who expressed interest and all those who volunteer for our District.


The Mid-Colonial District and Southern District of ITE are excited to invite everyone to our joint annual meeting. This year’s meeting, being held from Sunday March 31 - Wednesday April 3, 2019, promises to be one to remember! The meeting will be held at the Crystal Gateway Marriott in Arlington, VA, located immediately above the Crystal City Metro station, 2 miles from Washington Reagan National Airport and a stone’s throw from downtown Washington DC.

This meeting is anticipated to be one of the largest ITE meetings held outside of the International Annual Meeting. Several features of this years Annual Meeting include:

- Weather-appropriate golf outing Sunday.
- Welcome receptions Sunday evening.
- Technical Sessions Monday - Wednesday (AM only).
- Technical Tours.
- Keynote speakers, including Acting FHWA Administrator Brandye Hendrickson.
- Extensive vendor showcase (up to 50 vendors).
- Not one - but two traffic bowl District finals!

Please stay tuned for additional information regarding vendor registration, sponsorships, and a call for abstracts.

MASITE TECHNICAL COMMITTEE UPDATE

David Adams (PennDOT District 6-0) has graciously agreed to provide MASITE members with a walkthrough tour of PennDOT’s latest traffic signal initiatives. Classes scheduled for January 8th filled up very fast and we have scheduled additional time slots. Thank you Dave!

The Technical Committee has a monthly conference call to coordinate our efforts. We encourage MASITE members who are interested in assisting our members with technical advancement and educational opportunities to join our committee. Please reach out to Joe Fiocco joe@SAFEHighwayEngineering.com or Amy Kaminski akaminski@gilmore-assoc.com if interested.

MASITE SPONSOR NEWS


Communities throughout Pennsylvania will benefit from Glenn Rowe’s 35 years of experience in transportation engineering as he joins transportation consulting firm Kittelson & Associates, Inc. (Kittelson) as a Senior Principal Engineer.

Kittelson announced this week the hire of Rowe, former Chief of Highway Safety and Traffic Operations at the Pennsylvania Department of Transportation (PennDOT), and the opening of a new office in Harrisburg, PA.

Rowe recently retired from PennDOT after a career that spanned 35 years, including positions in both a District office (District 8-0, Harrisburg) and the Central office. Most recently, he served as Chief of the Highway Safety and Traffic Operations Division and represented PennDOT as State Traffic Engineer.

Albert Federico, P.E., PTOE, is pleased to announce the formation of Albert Federico Consulting, LLC, focusing on traffic engineering and mobility solutions in Pennsylvania and Delaware. With over 25 years’ experience as leading transportation projects in the public and private sectors, Albert Federico Consulting provides expert, comprehensive traffic engineering services and consultation. Information at www.federico-consulting.com, or 610.608.4336.
Cool pic from Section President Chris Prisk during the lunchtime presentations at the Annual Meeting in Pittsburgh!!

Additionally, the 2018 MASITE Project of the Year...

**BACKGROUND**

On June 2, 2014, the I-495 bridge over the Christina River was unexpectedly closed, following the discovery of major structural problems with its leaning piers. During the bridge closure, which generated worldwide media attention, all traffic that used the I-495 bridge was detoured onto I-95 and through the City of Wilmington. Due to the significant increase in traffic on southbound I-95 and significant reduction in traffic on southbound I-495, the Delaware Department of Transportation (DelDOT) decided to change the lane configuration at the southbound merge of these two roadways. Prior to the I-495 bridge closure, the southbound merge consisted of two I-95 lanes merging with two I-495 lanes (termed the "2+2" lane configuration). Following the closure of the I-495 bridge, DelDOT changed the lane configuration to three lanes serving I-95 and only one lane serving I-495 (termed the "3+1" lane configuration). Due to wide existing shoulders, the change required only signing and striping modifications and the removal of rumble strips.

During the I-495 bridge closure, traffic conditions throughout New Castle County, but particularly at and near the southbound merge of I-95 and I-495, were closely monitored. Based on field observations, comments from the public, CCTV camera observations, and data from DelDOT’s traffic monitoring systems, there was an immediate and dramatic improvement in traffic operations, once the 3+1 lane configuration was implemented. Recurring congestion on southbound I-95, which had been present prior to the bridge closure, was virtually eliminated, even with the additional traffic from I-495.

As the repairs to the I-495 bridge neared completion, DelDOT performed traffic analyses to determine if it would be advantageous to retain the 3+1 lane configuration permanently, even after traffic returned to I-495. The results indicated that traffic flow on I-95 would significantly improve, while some recurring congestion would be expected on I-495. However, the overall improvement to I-95 traffic flow was expected to outweigh the additional congestion on I-495. Therefore, when southbound I-495 reopened on July 31, 2014, DelDOT retained the 3+1 lane configuration at the southbound I-495/I-95 merge.

**THE PROJECT**

Following the re-opening of the I-495 bridge, DelDOT and RK&K continued to monitor traffic conditions using a variety of methods, including field observations and traffic data review from DelDOT’s state-of-the-art traffic monitoring systems (WaveTronix units, Bluetooth units, and CCTV cameras). Traffic monitoring focused on length of back-ups and the reduction in average vehicle speeds on I-495 near the I-495/I-95 merge point. While traffic improved significantly on I-95, monitoring showed significant degradation on I-495, in both length of the back-ups (queues), which extended back approximately 1.2 miles on southbound I-495 from the merge with I-95 each day, and average vehicle speeds which were only 36 MPH during typical weekday PM peak periods.
As a result of the data and observations, DelDOT and RK&K used VISSIM, a microscopic multi-modal traffic flow simulation software program, to model traffic flow on I-95 and I-495 and evaluate options to improve traffic flow on I-495—the preferred alternative being the extension of both travel lanes on southbound I-495, beyond the merge point, with southbound I-95, in the form of an auxiliary lane. After the improvement concept was selected, RK&K used the VISSIM model to determine the appropriate length of the auxiliary lane. Three (3) different auxiliary lane lengths were analyzed and are summarized below:

**Southbound I-495 Maximum Queue Length**

<table>
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<tr>
<th>Max Queue (ft)</th>
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<tbody>
<tr>
<td>Existing (with Lane Drop Before Merge)</td>
<td>4,235</td>
</tr>
<tr>
<td>Option 1 (Lane Drop 2,500' Beyond Merge)</td>
<td>0</td>
</tr>
<tr>
<td>Option 2 (Lane Drop 1,700' Beyond Merge)</td>
<td>0</td>
</tr>
<tr>
<td>Option 3 (Lane Drop 800' Beyond Merge)</td>
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In May 2016, based on the analysis results, DelDOT requested RK&K develop design plans to construct an auxiliary lane on I-495 that extends 1,700 feet beyond the merge with southbound I-95.

The VISSIM model results were the basis of the design; designing the auxiliary lane too short (800 feet, for example) was projected to result in almost no operational improvement, while designing it too long would waste a significant amount of money and result in much greater project impacts.

In July 2017, fourteen (14) months after initiating design, which was complicated by the discovery of wetlands within the project area, RK&K provided DelDOT with final plans, specifications and estimates (PS&E) and an accompanying Transportation Management Plan (TMP) to support the construction of the project. In September 2017, Mumford and Miller was selected to build the project. Construction of the project began on May 29, 2018 and was completed on August 1, 2018. The construction cost was $1.5 million.
RESULTS

While the project has only been complete for less than 1 month, DelDOT's state-of-the-art traffic monitoring equipment provided RK&K with the opportunity to quickly quantify the operational impacts that have resulted from the improvements. The results show that the improvements matched the VISSIM model's predicted conditions almost exactly, completely eliminating the recurring congestion on I-495.

Travel Speeds: Using DelDOT's Wavetronix units, travel speeds were obtained on southbound I-495 at the merge with I-95 at the same location they were observed prior to the project. The results, which were confirmed with manual observations using DelDOT's CCTV cameras, indicate that **weekday backups on I-495 have been eliminated**, with travel speeds during the PM peak having increased by 28 mph!

Queues: Using DelDOT's Wavetronix units, speeds were monitored at multiple locations along I-495 upstream of the merge with I-95. Prior to the improvements, queues were observed extending back approximately 1.2 miles from the merge on a daily basis. After the improvements were completed, no queues on SB I-495 in the project area have been detected!

Travel Time: Using DelDOT's Bluetooth monitoring units, vehicle travel times were obtained for a section of southbound I-495 between US 13 and the DelDOT maintenance yard (also known as the Salt Barn), located immediately south of the SR 141 interchange. Data was obtained and compared for this 3.2 mile long segment for the periods before and after the auxiliary lane was constructed. Specifically, two weeks’ worth of Bluetooth travel time data from August 2018 were compared with the same two weeks from August 2017. Results, shown in the table below, show that the **average vehicle travel time along southbound I-495 has been reduced by approximately 2.4 minutes during the weekday PM peak hour**!

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<th>Southbound I-495 Weekday Peak Hour Average Travel Speed (MPH)</th>
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<td><strong>Before Aux Lane</strong></td>
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<table>
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<tr>
<th>Southbound I-495 Weekday PM Peak Hour Average Travel Time Between US 13 and SR141 (3.2 Miles)</th>
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</thead>
<tbody>
<tr>
<td><strong>Travel Time</strong></td>
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<td>7.7 Minutes</td>
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SUMMARY

The southbound I-495 lane extension project became the latest transportation improvement project resulting from the 2014 I-495 bridge closure, which focused world-wide media attention on Delaware. This relatively low-cost ($1.5 million) transportation improvement was developed using DelDOT's state-of-the-art traffic data collection equipment and was based almost entirely on traffic analyses performed using a microsimulation model (VISSIM), to select the design alternative and establish the design details. The project has resulted in major operational improvements, just as predicted by the VISSIM model:

- **Recurring weekday back-ups in the evening peak hour have been eliminated, with average travel speeds increasing by almost 30 MPH!**
- **Average travel speeds have increased in the PM peak hour by almost 30 MPH!**
- **This project has eliminated more than 20,000 hours of delay each year for motorists using I-495!**

\[(2,000 \text{ vehicles per hour during the PM peak hour} \times 24 \text{ minutes per vehicle} \times 5 \text{ days per week} \times 52 \text{ weeks per year}) / 60 \text{ minutes per hour}\]
Wine growers in New Jersey are adamant their product is as good as any California or French selection — they just lack the marketing campaign. Now, state lawmakers are looking for ways they can help.

On an afternoon last week, legislators gathered in the cool, dark of Amalthea Cellars, a winery in Atco to hear testimony from wine growers, state tourism representatives, and New Jersey viticulture experts. One of their most common complaints was the lack of directional or advertising signage for wineries and breweries on state and federal roads.

Tom Cosentino, director of the Garden State Wine Growers Association, said one of the biggest things that hamstring vineyards and breweries in New Jersey is their inability to direct people to their facilities.

“The way the law is written now, you have to be open five days a week and be a certain distance from a roadway exit, and all these other limitations. Many of our wineries are open just on the weekends, so they don’t qualify,” Cosentino said.

What’s more, those that are located off an interstate or federal highway can’t get signs at all as the law prohibits signage on federal highways directing visitors to agritourism sites, including wineries and craft breweries.

The state Department of Transportation (NJDOT) offers two programs for highway signs related to businesses: the Tourist Oriented Directional Sign program (TODS) Program and the Specific Service (Logo) Sign Program.

The TODS program is what a vineyard or winery would use for signage, but those signs are restricted to local roads and state highways and carry strict eligibility requirements that most wineries cannot meet. The Logo sign program is used for businesses dealing in gas, food, and lodging and can be placed on interstate highways and freeways.

To be eligible for a TODS sign, as Cosentino said, a winery must be within five to 10 miles of a state highway and must be open at least six hours per day and five days a week for at least 20 consecutive weeks in season. For many winery owners in the state, these requirements act as barriers rather than guidelines.

A bill (A3643) that would allow viticulture trail signs to be placed on all eligible roads, including state roads, currently is working its way through the Legislature.

While it didn’t get much attention in the recent budget talks — there weren’t any Agriculture budget hearings on the schedule — agritourism is a significant factor in the state’s economy and personality.

“In New Jersey, working agricultural landscapes reflect the efforts of generations of farm families and often provide a defining sense of culture, heritage and rural character,” Jeff Vasser, acting executive director of the state division of travel and tourism, said at the Amalthea Cellars hearing. Driving down the highway, you wouldn’t immediately realize the state’s rich agrarian history, he noted.

“The [Garden State] slogan has long confounded travelers whose only glimpse of the state is from the turnpike and its view of refineries and fuel tanks,” Vasser said.

According to Vasser, agritourism is a source of income for one in five farms in the state and New Jersey ranks ninth in nation in terms of agritourism income.

Wineries contribute in a big way to that total. In 2016, the wine and grape industry contributed $323 million in economic value to the state, an increase from $231 million in 2011. According to the latest economic impact study, commissioned by the Garden State Wine Growers Association, 108,813 tourists visited New Jersey wineries in 2016; wine-related tourism expenditures were $19.99 million that same year. The number of wineries in the state is also growing. The latest data show there are 50 in operation, up from 38 in 2011.

Production is also increasing. In 2016, the state produced 702,671 gallons of wine, up 73.6 percent from 405,954 gallons in 2011.

And it’s not just quantity that’s trending upward. Experts say New Jersey wine can more than hold its own against foreign competitors. Connoisseurs point to the Judgment of Princeton, a 2012 “blind” wine-tasting competition organized at the American Association of Wine Economists conference at Princeton University where several Garden State wines beat some from Bordeaux and Burgundy.

But, as Cosentino said, “the public still doesn’t understand what they have here.”

To ramp up awareness in New Jersey of local wines, Vasser announced that the division of tourism has been in conversation with the department of agriculture to cross-market New Jersey wine and to secure a PR firm to promote state wineries.

The state already offers grants to support vineyards and wineries but Cosentino said much of the money goes to marketing materials, brochures for rest stops, and expensive billboards — leaving very little for the business itself. “It's expensive to place ads. We took out an ad on the turnpike last year ... that's $5,500 for the month,” Cosentino said. “Anything that the Legislature can do to make it easier to promote New Jersey wine is only going to be for the betterment of everyone involved.”

Larry Sharrott, who owns and operates Sharrott Winery in Hammonton, said signage could definitely be improved. “There are hundreds of thousands of vehicles that drive
past us every week,” he said. “Imagine if we could get just 1 percent of those people to get off that expressway and stop at a winery… that’s revenue dollars that could come in to our state.”

Growers say that having signage in an area with one or more wineries would be an advantage to all of them, as visitors tend to enjoy hopping from one vineyard to the next when wineries are near each other.

“Clusters are a boon, not competition.” Cosentino said. “It’s an excuse to go to a rural part of the state and make it not a day trip but a weekend excursion.”

But ultimately, he said, without raising awareness for residents and out-of-state travelers crossing the state’s busy expressways, New Jersey’s growing wine industry may dry up.

“Signs capture your attention and you might think, ‘well, let’s go check it out’...You may travel that interstate every day of your life and not know there’s a really great winery right nearby.”

PennDOT Issues Guidance for Increased Safety Oversight of Highly Automated Vehicles
07/24/2018 www.penndot.gov

Harrisburg, PA – Following discussions and meetings with the state’s Autonomous Vehicle Policy Task Force and more than a dozen automated vehicle technology companies, PennDOT today issued guidance to enhance safety oversight of Highly Automated Vehicles (HAVs) in Pennsylvania.

"We are taking an active role in ensuring HAV testing is done as safely as possible," PennDOT Secretary Leslie S. Richards said. "While we await legislative action on our request for permanent authorization, our new guidance underscores our expectation that companies are taking every possible step to prepare their vehicles and personnel for on-the-road testing."

Until enactment of HAV legislation sought by the administration, starting Aug. 1, PennDOT expects all testers to comply with the guidance by submitting a "Notice of Testing" to PennDOT on the department’s AV site, www.penndot.gov_AV. The application will require submission or confirmation of operational details such as:

- Basic Information: Name of the company, address, phone number, email, and principal point of contact for the testing;
- Verification attesting that the HAVs meet all federal and state safety standards;
- A Safety and Risk Mitigation Plan or a Voluntary Safety Self-Assessment as established by the National Highway Traffic Safety Administration in the 2017 Voluntary Guidance for Automated Driving Systems, Section I;
- Acknowledgment that all safety drivers and secondary safety associates have successfully completed the tester's safety driver training program. (PennDOT strongly recommends clean driving records for HAV operators);
- Certification that all drivers have met/passed program requirements and when training was completed;
- Name of approved safety drivers, with valid DL numbers;
- List of vehicles that will be involved in the testing, their VIN and/or Plate number, and proof of current registration;
- Acknowledgment of insurance;
- List of counties where testing is expected to occur, providing the anticipated roadways if testing will only occur on limited access roadways;
- Acknowledgment that the HAV can safely alert the safety driver, when applicable, that the driver must take back control of the vehicle;

New Online Resource Outlines Transportation Innovations, Resources for Municipalities and Stakeholders
07/20/2018 www.penndot.gov

Harrisburg, PA – The Pennsylvania Department of Transportation (PennDOT) today announced the launch of a new online resource for the State Transportation Innovation Council (STIC) – www.penndot.gov/innovations – that outlines how all levels of government can work with PennDOT to implement innovations in their municipalities, innovations currently used in the state, and how the STIC innovation development process works.

"The launch of this new website is significant as it allows both our transportation partners and the travelling public greater access to information regarding the many innovations taking place throughout the commonwealth," said PennDOT Secretary Leslie S. Richards. "PennDOT has received national recognition for its innovation efforts, so to have several of our accomplishments showcased through this upgraded website is only fitting."

The recipient of the 2017 STIC Excellence Award from the Federal Highway Administration FHWA and the American Association of State Highway and Transportation Officials, the Pennsylvania STIC is a cross-section of various stakeholders, state and federal agencies, local governments, research organizations and industry partners that work together to forge an environment of innovation, imagination and ingenuity to pursue specific initiatives and their rapid implementation to deliver a modern and high-quality transportation system to the citizens of the Commonwealth.

Pennsylvania’s STIC evaluates well-researched, documented and proven technologies that are ready to be implemented across Pennsylvania. Selected technologies, tactics, and techniques will be developed and promoted to become standard practice within the transportation community at the local, regional, or statewide level.
- Acknowledgment that the HAV has been tested under controlled conditions for the Operational Design Domain (ODD) in which the tester intends the HAV to operate and the tester has reasonably determined that the HAV is capable of operation within the ODD parameters while obeying all applicable traffic and motor vehicle laws as well as traffic control devices. The ODD describes the specific conditions under which a given HAV is intended to operate, including where (such as what roadway types and speeds) and when (under what conditions, such as day/night, weather limits, etc.); and

- In addition, testers will be required to confirm that quality controls are deployed and monitored to ensure the acknowledgements are implemented, adhered to and measured to ensure safe operation.

These safety requirements apply for all testers regardless of a roadway's posted speed limit. For operations on roadways with speed limits posted above 25 mph, testers must meet these conditions and there must be a secondary safety associate present in the vehicle. Testers requesting the usage of a single safety driver for operations on roadways posted above 25 mph must present evidence of an enhanced performance driver training plan for department review.

If approved by PennDOT, compliance with these voluntary policies will qualify the tester to receive an "Authorization Letter" from PennDOT valid for a year, with annual renewals. If there are material changes in the HAV tester's program or ODD such that the original submission no longer adequately or accurately describes the testing program, the tester shall electronically notify the department.

The guidance also outlines conditions when the department may suspend or revoke testing authorization, such as: falsifying information in tester submissions; if a tester's HAV is involved in an incident resulting in serious bodily injury or death; the HAV-specific Automated Driving System (ADS) is the subject of a National Transportation Safety Board (NTSB) investigation; the HAV shares proprietary ADS software with any HAV that is part of a NTSB investigation; or the tester fails to disclose any known violations of these situations.

In addition, the guidance provides for conditions when the department and the Pennsylvania Turnpike Commission may request that testers temporarily prohibit or restrict testing on certain roadways or statewide during certain emergencies, special events, or safety concerns. Local municipalities may contact the department to make a request to restrict or prohibit testing under the same criteria.

To document and measure the impact of HAV testing in the state, PennDOT will collect certain data from all testers through a semi-annual submission by the HAV testers to PennDOT using an online form. This will include:

- Approximate miles traveled by ADS-engaged HAVs in Pennsylvania.
- Type of roadway where the majority of testing occurred.
- Counties where HAVs were tested on public roadways.
- Approximate number of employees in Pennsylvania involved with HAV testing.
- If applicable, the approximate number of new jobs created in Pennsylvania because of HAV testing.
- If applicable, the approximate number of new facilities constructed, purchased, or rented in Pennsylvania because of testing.

The guidance was issued following the secretary's announcement of an action plan at the state's second Automated Vehicle Summit held in Pittsburgh in April. The guidance is the latest of a series of actions the Wolf Administration has taken to prepare for the benefits and challenges presented by this emerging technology, including the summits and the establishment of the task force. The task force, created in June 2016, coordinated with industry, academic and government stakeholders and delivered policy recommendations to the General Assembly in November 2016.

PennDOT continues to urge the Automated Vehicle industry and testers to:

- Continue and foster open lines of communication with PennDOT.
- Coordinate with PennDOT on developing best practices for operating HAVs within safety critical locations such as signalized intersections and work zones.
- Put greater emphasis on developing and deploying vehicle-to-vehicle, vehicle-to-infrastructure, and vehicle-to-device connectivity.
- Establish and fund an independent technical review body to promulgate best practices and pledge adherence to its recommendations.

In addition, PennDOT will continue to urge the General Assembly to adopt legislation that provides for AV testing on public roadways subject to PennDOT's safety oversight and requires compliance with PennDOT's testing safety policies.

PennDOT looks to the federal government for these actions:

- The National Highway Safety Administration (NHTSA) should revise Guidance 2.0 to make a safety checklist mandatory. It now is voluntary.
- Congress should amend current HAV legislation to strengthen state control over roadway operations with respect to HAVs.
- Third Party safety auditors should adopt independent certification similar to the work Underwriters Laboratories (UL) does. This would help reduce system failure (both software and hardware).
In response to criticism, the Delaware Valley Regional Planning Commission on Thursday approved rules that clarify what information is public and what is not.

The bistate agency’s policy for public records access had drawn criticism from a Bucks County activist.

The rule passed unanimously at the organization’s monthly board meeting.

“Its language is a lot more clear,” said Alison Hastings, head of communications for the DVRPC. “It’s more step-by-step how to make a request, step-by-step what the review process is.”

That clarification included changing the number of public records access exemptions from seven to 13, but Hastings said that doesn’t necessarily mean it will be harder to get information. It simply makes clearer what is and isn’t public, she said.

The rule includes, though, a clause that one DVRPC watchdog says keeps a grant-funding process that handles tens of millions of dollars shrouded from public oversight. The DVRPC won’t directly provide information related to tens of millions in transportation grants issued each year.

The DVRPC coordinates state and federal transportation money in nine counties in South Jersey and Southeastern Pennsylvania to ensure transportation projects serve a larger mission. In one year, the DVRPC typically reviews about 100 grant applications, often from municipalities, and awards $30 million to about half of those projects.

Ken Boyle, a retired software engineer from Yardley, has pushed the DVRPC to provide the grant applications before an award decision is made in order to provide a better window into what projects are being proposed, and why one might be selected over others.

“One of the norms used to be the government was a good source of facts,” Boyle said at the DVRPC meeting Thursday.

The DVRPC’s new policy states if someone asks for grant-application material, it will hand along the request to the author of the application, but it will be up to that government entity to provide it, and there will be no legally binding obligation to respond to the request. Potentially, a municipality could decline to respond to the DVRPC, and a person seeking grant applications would have to submit a formal Right to Know public records request to an application’s author to obtain the documents.

The agency doesn’t want to be in the position of responding to requests for grant applications because there are differences in the public access laws in the two states it oversees. It also resisted the idea of providing grant application information before a decision is made, since that could lead to an attempt to influence deliberations, DVRPC officials have said.

A previous version of the proposed public access rule flatly stated the DVRPC would not provide grant application information. Concerns over transparency from, among others, Valerie Arkoosh, a Montgomery County Commissioner and DVRPC board member, led to the DVRPC agreeing to hand along requests for information to the municipalities.

Montgomery County officials said the change addressed transparency concerns. Boyle, though, still feels the language leaves plenty of leeway to avoid requests for information. Putting the burden on municipalities to provide information the DVRPC has in hand, he said, creates an excessive obstacle to obtaining what would likely be public documents.

PennDOT Working on New Alert System for Dangerous I-79 S-Bends in Coraopolis

8/20/2018  https://pittsburgh.cbslocal.com

CORAOPOLIS (KDKA) — In the heart of the morning rush, a trucker entered the northbound S-bend on I-79 approaching Coraopolis. In the sharp bend to the left, the truck tipped, left the ground on one side and settled onto the roadway blocking both northbound lanes.

“We average about 35 crashes a year through the S bends in both directions,” says PennDOT District 11 Traffic Engineer Todd Kravits. “About six of those per year involve trucks and about half of those involve rollover-type crashes.”

Truckers know the perils of the S-bends all to well.

“You gotta be careful, especially when you are loaded with this,” says trucker Raymond Beaubre out of Quebec.

And, Arshbreed Mann, from Toronto, adds, “That’s, kind of, way to curvy for drivers.”

James Gravely, out of Morganville, Virginia, says the truck will let you know how tight the curves are.

“When the weight shifts on the truck, you can feel the truck, it just leans, I don’t like ’em,” Gravely said.

Kravits says in the majority of the trucking accidents, “It’s an issue with vehicles not traveling the posted speed limit.”

Andy Tyree, of Martinsville, Virginia, says the 45 mile per hour speed limit signs for trucks could not be more obvious, “If you run the speed limit posted, you’ll be okay on it.”

Beaubre agrees, “With trucks, you better believe it, you better hold it, and if you don’t? You might either hit the ditch or tip over.”

Despite that awareness, our KDKA radar gun on Monday found that most trucks rolling into the S-bends at least 10 miles per hour over the speed limit. PennDOT says reconstruction would be incredibly expensive and not necessarily solve all the problems.

Kravits says, “We may be initiating a study shortly to see if its possible for us to straighten out the road, but based on the terrain of the roadway itself, there’s always going to be a curve in the road.”

But, in just a few weeks construction will begin on a new high-tech alert system, with new electronic signs and
computers that will measure speed and determine the type of vehicle.

"If it detects a truck traveling 55 miles per hour, it’s going to send out a warning that will be posted on signs along the roadway, as well as overhead, that’s going to say ‘Slow. Potential for rollover crash,’” Kravits said.

The system will take about six months to get up and operating, and when completed, will leave little doubt when a vehicle is heading for trouble.

Kravits says, “We can’t engineer for the human behavioral factors. If we can just make drivers more aware of what they are going through, those S-bends, slowing down, driving at the posted speed limit, we hope to reduce those accidents substantially,”

The new warning system should be operational in March of next year.

PennTIME grew out of a 2016 traffic-incident management summit hosted at PEMA, the Pennsylvania Emergency Management Agency. Attendees heard firsthand then about the successes and challenges Mid-Atlantic response agencies faced when implementing statewide traffic-incident management (or TIM) initiatives; Pennsylvania officials agreed to move towards a statewide response model at the 2016 summit.

"Each of the agencies represented here is charged with keeping our citizens safe as well as providing access to critical care when needed," said PEMA Director Richard D. Flinn. "Today’s agreement puts into practice a working blueprint that has been saving lives by bettering coordination.”

PennTIME will help synchronize a multitude of organizations, jurisdictions and governments involved in TIM in Pennsylvania, which encompasses a mix of rural and urban environments, volunteer and paid response companies and personnel from state, county and local agencies.

"Coordinating traffic-incident management has been challenging in Pennsylvania because our roadways fall under different jurisdictions and involve many responding entities, each with different protocols," said Lieutenant Colonel Robert Evanchick, Acting State Police Commissioner. "While each entity has distinct functions and responsibilities, organizing via a multi-disciplinary approach is crucial to develop and operate a successful statewide incident-management plan.”

As PennTIME agencies work to improve incident-scene safety and clearance times, officials throughout the state’s response community continue to remind motorists of the need to slow down or move over for all emergency, recovery and maintenance personnel. Pennsylvania’s “Steer Clear” law requires drivers to move over or slow down when approaching an emergency scene, traffic stop or disabled vehicle.

"When responding to highway incidents, EMS providers and other responders are focused on the task at hand, such as caring for patients who need immediate treatment,” said Secretary of Health Dr. Rachel Levine. "As passersby, we must give them the space they need to do their jobs. not to mention the respect they earned for the selfless work they do. Creating space between your car and the crash scene is just one way we can offer a gesture of thanks to our providers."  

In addition to the five above-mentioned agencies, the PennTIME executive panel includes representatives of these organizations: the Governor’s Office, the Office of the State Fire Commissioner, the Pennsylvania Association of Township Supervisors, the Pennsylvania Chiefs of Police Association, the Pennsylvania Towing Association or Alliance of Automotive Service Providers, the Federal Highway Administration and the Federal Motor Carrier Safety Administration.

Along with the executive panel, PennTIME consists of the following organizational bodies:
The Statewide TIM Panel functions as the primary leadership group to develop statewide TIM initiatives and implement multi-disciplinary TIM programs. Along with executive-panel members, the TIM Panel includes representatives of some 20 national, state, regional, county and local groups involved in emergency response, planning, safety, transportation and legislative activities.

Four distinct Regional TIM Teams — western, central, eastern and southeastern — are responsible to bring initiatives developed at the statewide level to the local level for review and consensus-building among TIM practitioners from all disciplines.

Six Statewide TIM Committees will implement and enhance targeted programs and strategies and report successes and challenges to the Statewide TIM Panel. The six committees include Training, Technology, Public Education and Outreach, Legislative Affairs, TIM Task Force Development and Towing and Recovery.

**Distracted driving crashes have nearly doubled in Delaware**

[www.delmarvanow.com](http://www.delmarvanow.com) 9/5/2018

When Delaware State Police investigator Anthony Mendez arrives at the scene of an accident, he can usually spot clues pointing to inattentive driving as a contributing cause of the crash.

“There are classic signs of distracted driving,” said Sgt. Mendez, who works from the Troop 7 Collision Reconstruction Unit in Lewes.

Among the clues: Evidence of lane departure, running a stop sign or red light — or signs the driver was slow to take evasive steps to avoid impact.

With the increased popularity of cellphones and other electronic devices, more and more crashes in Delaware are caused by a distracted driver.

“The sheer volume of distracted driving crashes has taken off in the past five years,” said Jana Simpler, director of the Delaware Office of Highway Safety.

Statistics show that the number of distraction-related crashes in Delaware nearly doubled from 2013 to 2017, when 224 incidents involved an inattentive driver on a cellphone. Seven of those crashes involved at least one fatality.

The State Police reported a total of 6,095 crashes last year — 23 percent of all traffic accidents — in which a distracted driver was a contributing factor.

Highway safety experts say the increased popularity — and dependence — on cellphones has contributed to the growing problem, even though Delaware banned the use of hand-held phones while driving in 2012.

Part of the increase can be attributed to the fact that, while cars and smartphones may offer advanced voice controls and other features intended to keep drivers’ eyes on the road, other applications are doing the opposite.

Those electronic temptations include apps like Facebook, Instagram, YouTube, Snapchat and GPS navigation programs, which tend to divert attention from the road because drivers are often looking at a dashboard screen or their phone.

“As the reliance on these devices increases, it becomes harder and harder to unplug,” Simpler said.

And statistics show drivers in their 20s constitute a disproportionate percentage of distracted driving fatalities.

Nationwide, the National Highway Traffic Safety Administration said that 3,450 people died in distraction related crashes in 2015, roughly 10 percent of the total highway deaths. For drivers in their 20s, the percentage of distraction-related deaths jumps to 27.

With Delaware State Police conducting in-depth investigations for every serious or fatal crash in the state, Mendez said they always look through the vehicle — and the surrounding environment — to see if the driver had a phone in the car.

He said they always look for evidence that a driver was on the phone at the time of the crash. If there is a suspicion and the driver cannot be interviewed, officers can get a court order to examine cell phone records, looking to see if the device was in use at the time of the crash.

“We are able to determine when text messages are sent or received,” he said.

The percentage of drivers using phones illegally has risen in Delaware, despite increased enforcement and education.

A study by the AAA earlier this year highlighted the conflict.

“What we are seeing consistently is, more and more people are recognizing the dangers yet more and more people are doing it,” said Ken Grant, spokesman for AAA Mid-Atlantic.

Jessica Friedman of Hartly said she does text while driving but tries to do it “when the traffic isn’t too bad.”

Highlighting generational differences, her mother, Dolores Jenkins, avoids talking on the phone — even though her Nissan minivan has Bluetooth wireless technology, which allows her to converse hands-free.

“I don’t feel like I can concentrate (on driving) when I am talking,” she said.

Quebec residents Renee and Josh Lavelle, who were vacationing in Delaware, said they were surprised at the number of drivers who seemed to be texting while driving.

Because Quebec has strict laws forbidding it, “we would never dream of using the phone when we are driving,” Renee Lavelle said.

Added Josh Lavelle: “We were quite surprised by the number of Americans we’ve seen who are texting as they motor on down the road.”

Rehoboth Beach resident Bob Kotowski recalled a scary situation when he was riding his motorcycle on Route 9...
and noticed a car following closely. The driver was very erratic, weaving between the center line and shoulder. Concerned about his safety, Kotowski pulled into a turn lane to escape the erratic driver.

When he finally got a look in the car, it was a young woman who was texting on a cellphone that she braced against the steering wheel.

“I honked to get her attention and she ignored me,” he said.

To counter the growing risks of using hand-held phones while driving, Delaware law enforcement agencies are increasing enforcement of the state law that forbids hands-on cellphone use while driving.

Earlier this year, the State Police joined forces with the Delaware Office of Highway Safety to ticket drivers who were on their phones.

In March and April, officers working on Route 1 in Dover used an unmarked van to spot offending drivers. Marked patrol cars then pulled the cars over to ticket the driver. In two enforcement crackdowns, officers wrote 30 tickets for illegal phone use and another 11 citations for seat belt infractions.

First offense fines are up to $100. To further emphasize the risks of driving and phoning, the Delaware Office of Highway Safety provided funding to 14 police departments throughout the state this past year.

One effort on a late July afternoon had Rehoboth Beach officers stopping cars on Rehoboth Avenue near the fire station. Officers wrote 16 citations for cellphone and safety belt infractions.

Simpler said additional cellphone enforcement blitzes are planned for the fall though precise details have not been worked out.

“We are doing it because we are seeing more and more crashes related to distracted driving,” she said.

**NJDOT receives federal Accelerated Innovation Deployment grant for pilot road weather management system**

Program funds efforts to improve operational safety and efficiency of roadways

[www.state.nj.us](http://www.state.nj.us) 9/17/2018

(Trenton) - The New Jersey Department of Transportation (NJDOT) today announced its first ever Accelerated Innovation Deployment (AID) grant award from the Federal Highway Administration (FHWA) to better manage the State’s road system during weather events.

This $322,461 grant will support a weather savvy roads pilot program in which up to 20 NJDOT vehicles will be outfitted with dashboard cameras and weather sensors that will feed data directly to the Department, allowing for improved situation awareness of road conditions and faster and more accurate resource allocation during weather events year-round. This is the first AID grant applied for through New Jersey’s State Transportation Innovation Council (STIC).

“The New Jersey Department of Transportation is always looking for advancements in technology to improve safety,” NJDOT Commissioner Diane Gutierrez-Scaccetti said. “This Federal grant allows us to test new technology so we can better manage our roadways ahead of storms, and enhance safety for the motoring public.”

This award complements an initiative underway by the State that will build off NJDOT’s intelligent transportation work, in an effort to devise a statewide ‘smart’ framework. Earlier this summer, New Jersey was selected as one of five states to participate in a national smart communities learning lab, being held later this year in Chicago.

FHWA works with partners at the State level through the Every Day Counts program, which is designed to identify market-ready areas of technological innovation that can be deployed to address transportation challenges. The Road Weather Management – Weather-Savvy Roads program funds vehicle-based observation technologies to proactively manage the road system during and ahead of heavy storms. The vehicle-based cameras will allow for enhanced operational collaboration, improved resource allocation, and enhanced situational awareness for highway operations crews working on the roadway.

The award was one of 10 grants FHWA recently announced. The program will be implemented and administered by NJDOT’s Transportation Operations Systems and Support Unit.

**DMV Launches Safe Selfie Zones**

Dover (Statewide) -- [www.delDOT.gov](http://www.delDOT.gov) 9/17/2018

The Delaware Department of Transportation’s Division of Motor Vehicles (DMV) is proud to announce new “Safe Selfie Zones” located at each of the DMV’s four locations. The Safe Selfie Zones feature a fun, colorful backdrop for new drivers to use when photographing selfies as an alternative to photographing their driver’s license. This will allow new Delaware drivers to share the news of obtaining their driver’s license with family and friends on social media while keeping their driver’s license number and home address secure.

Willie Goldsboro, a DMV employee in Dover noticed that, in their excitement, newly licensed drivers were posting "selfies" on various social media channels that showed identifying information that could be stolen and used without the individual’s permission. Mr. Goldsboro presented the idea to Laura Russum, a DMV Communications employee, who designed the Safe Selfie Zones and designated the hashtags #SafeSelfie and #NewDEDriver to further promote DelDOT and DMV’s commitment to help keep the personal information of Delaware residents secure.

“We are excited to unveil Safe Selfie Zones at each of our DMV locations to help Delaware’s new drivers celebrate their achievement while keeping their personal information secure. Be it promoting safe driving habits, or the security..."
of Delaware driver license, Driver Privilege Card (DPC), or identification card holder’s personal information, DMV is committed to its customers,” said Director of the Division of Motor Vehicles Jana Simpler.

Last year, Delaware’s DMVs issued approximately 36,500 new drivers licenses for both minors and adults.

**Work-zone speeders could soon get tickets in the mail under Pennsylvania law**

www.triblive.com 10/8/2018

Pennsylvania motorists could receive fines in the mail for speeding through work zones under a proposed law that allows traffic cameras in the zones.

Legislation authorizing the cameras awaits Gov. Tom Wolf’s signature after the state Senate passed it last week.

Under the law, drivers would be ticketed for driving 11 miles per hour or more over the speed limit in active work zones on the Turnpike and on expressways — not on local roads. Speeders would get a warning for a first offense, a $75 ticket for a second offense and a $150 ticket for any more offenses.

The law requires at least two signs warning drivers they are entering an automated ticketing area, one of which must say whether the enforcement system is active or not. A sign also is required notifying drivers they have reached the end of the active work zone.

“We applaud the Legislature for this bill, an effort to greatly reduce safety risks, not only to workers along our highways, but also to motorists,” state Department of Transportation spokesman Rich Kirkpatrick said in an emailed statement.

A specific timetable hasn’t been established for installing the cameras, Kirkpatrick said in the email.

Some drivers question the motives behind the law.

“I think it’s just another way that they’re trying to get your money,” said Mike Crain, 37, of Harrison. “I understand the safety point for the workers and stuff, but it seems every time you turn around, they’re trying to hit you with something else.”

Under the law, fine money that is left over after covering program costs would go toward recruiting and training Pennsylvania State Police cadets and adding more troopers to patrol work zones in the first three years of the program.

In the final two years of the program, which is authorized for five years under the law, 40 percent of fine money would go into the state’s Motor License Fund and would be appropriated by the General Assembly, while the rest would be used for various work zone safety and education measures.

Other drivers said they support the measure as a way to improve safety for workers.

“I think that’s fair — you get a warning,” said Allison Guidish, 30, of Munhall. “I think that’s smart.”

Guidish, who said her father worked in road construction, added she thought the 11-mph threshold was reasonable.

PennDOT data show there were 1,789 crashes in work zones in 2017. The crashes trended upward from 2012, when there were 1,661 crashes, to 2016, when there were 2,075, the data show. There were 19 work zone fatalities in 2017, 16 in 2016 and 21 in 2012, according to the data.

Construction is expected to increase dramatically through 2019, creating more work zones, according to Kirkpatrick.

**FSU research investigates ‘smart’ highway signs to prevent wrong-way driving crashes**

news.fsu.edu 10/29/2018

Innovative traffic safety research from Florida State University, incorporating a fascinating mix of engineering and psychology, is being deployed on highways to save lives by targeting a deadly problem: wrong-way driving crashes.

The statistics are alarming. Nationwide, wrong-way crashes kill about 350 people a year and injure thousands more, according to the National Highway Traffic Safety Administration.

Walter Boot, associate professor in the FSU Department of Psychology and an expert on cognition and perception, has compiled two wrong-way driving reports for the Florida Department of Transportation. The research identifies “smarter” signs and pavement markers equipped with advanced technology that can improve safety.

Boot’s recommendations will help shape future countermeasures for wrong-way driving. The Florida Department of Transportation is currently testing those and other recommendations on the most effective safety measures.

“This is a no-brainer,” Boot said. “We need to develop, test and install more visible countermeasures against wrong-way driving. We tested new technology-based, radar-triggered road alerts to determine which worked best. The evidence we collected suggested these detection-triggered countermeasures will be more effective than traditional wrong-way countermeasures.”
Boot started collecting that evidence as part of a contract with the state Department of Transportation following an unusual series of deadly wrong-way crashes in the Tampa Bay region in 2014.

One in particular, a horrific crash on Interstate 275, added urgency to the search for more effective countermeasures.

Early one February morning that year, a drunk driver drove the wrong way in the northbound lanes for more than 10 miles. Speeding toward oncoming traffic in a 5,000-pound Ford Expedition, the driver crashed head-on into a car with four college students. The fiery crash killed all five young men.

"Wrong-way crashes are rare, representing only about 3 percent of highway crashes, but they are 27 times more fatal," Boot said. "It's tragic, but it keeps happening."

Boot was determined to reverse this chronic trend of wrong-way driving, which dates to the 1960s and the original construction of access-controlled divided highways. He embarked on a multiyear research project drawing on his expertise in visual processing and visual cognition to test detection-triggered wrong-way signs and pavement markers. The goal was to identify "intelligent" technology that would better detect and prevent wrong-way driving and could be incorporated into new warning systems.

Boot's research team found that installing more countermeasures ahead of exit ramps helped, but additional warnings were needed to grab motorists' attention once they started driving in the wrong direction. The next line of defense would be to install alerts that could cause wrong-way drivers to recognize their mistake, stop driving and turn around.

The team, working in collaboration with the Center for Urban Transportation Research at the University of South Florida and Florida International University, evaluated seven high-tech countermeasures. They included radar-triggered blank signs that immediately lit up when they sensed wrong-way motion, as well as bright beacons that flashed asynchronously.

The research included field tests on Florida highways. As a team of state troopers and traffic engineers shut down exit ramps in the middle of the night, Boot deliberately drove the wrong way on roads and ramps equipped with prototypes of the seven countermeasures.

One prototype appeared blank until it detected wrong-way motion, and then it started flashing the message "WRONG WAY."

Boot said the sensation of driving onto an exit ramp and traveling the wrong way was surreal.

"It was frightening because I knew I was doing something very dangerous, but we had a lot of police officers there to make sure it was safe," Boot said. "Having a firsthand perspective was valuable because I could see how countermeasures might work or not work."

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Intersection and NJ TRANSIT Announce Customer Experience Upgrades with New Contract and Next-Generation Communications Network
NEWARK, NJ — December 3, 2018 — Intersection, the leading smart cities technology and media company, today announced that it has been awarded a new seven-year contract with NJ TRANSIT to sell and display advertising across heavy rail, light rail and bus vehicles and facilities, with an option for a three-year extension. Intersection, which has served as NJ TRANSIT’s exclusive advertising partner since 2004, will expand its suite of digital and static media products throughout the NJ TRANSIT system, enhancing the rider experience and driving revenues for the transit agency through dynamic advertising capabilities.

Systemwide improvements will include installing and upgrading digital displays and adding new IxNTouch interactive information kiosks, giving riders greater access to real-time transit updates, local information, wayfinding, and other useful content, thanks to IxNConnect, Intersection’s transit communications platform.

IxNConnect will allow NJ TRANSIT an unprecedented ability to communicate with its customers in real-time across its network of digital screens and target messages by line, station, and even down to the individual display. Today’s announcement follows the installation of IxNTouch kiosks in select rail and light rail station platforms, which NJ TRANSIT and Intersection announced in May.

The planned customer experience improvements come at no cost to NJ TRANSIT or riders because they are supported by advertising on Intersection’s digital displays and static media. By delivering informative and relevant content to consumers, Intersection’s media assets are highly noticed and offer advertisers the opportunity to engage consumers with adjacent advertising.

“We are thrilled to continue our partnership with NJ TRANSIT and work together to provide riders with real-time transit information across the system, while making the transit authority’s assets more valuable to advertisers and driving revenue that can be reinvested in improving public transportation across New Jersey,” said Scott Goldsmith, President of Cities & Transit at Intersection.

NJ TRANSIT is a part of the rapidly expanding network of cities and transit agencies leveraging Intersection’s renowned smart cities and media solutions. Intersection’s media network extends to the top six U.S. media markets — New York, Los Angeles, Chicago, Philadelphia, San Francisco, and Dallas — in addition to other major regions such as Charlotte, Houston, Minneapolis, Pittsburgh, Seattle, and London. Intersection’s network reaches over 50 million people through more than 75,000 digital and static assets nationwide, including Link Wi-Fi kiosks, interactive IxNTouch displays, and IxNSight panels.

Intersection’s IxNConnect transit communications platform is being deployed throughout other major transit systems, such as the Chicago Transit Authority (CTA) and the Southeastern Pennsylvania Transportation Authority (SEPTA). Intersection will continue to expand IxNConnect to transit agencies across the globe.

About Intersection

Intersection is at the forefront of the smart cities revolution, improving the experience of public places through technology that provides connectivity, information, and engaging content and experiences. With award-winning products like LinkNYC, the largest and fastest free public Wi-Fi network in the world, Intersection connects the digital and physical worlds, enhancing people’s journeys through their cities and offering brands the opportunity to drive more relevant and engaging advertising, rooted in real-world context. Intersection partners with cities, transit systems, airports, and real estate developments around the globe, as well as advertisers seeking to reach audiences on a global, national, or local scale. Learn more at www.intersection.com.

Mayor Hoping New Smart Traffic Signals Will ‘Lessen Amount Of Idling Time By Over A Third’

11/27/2018 https://pittsburgh.cbslocal.com

PITTSBURGH (KDKA) — Whether it’s quitting time and you just want to get home or the start of your day and you need to get to work, no one wants to sit in traffic, and in Pittsburgh, there are certain corridors where that is exactly what you do.

Enter the high technology of “smart” traffic systems.

Pittsburgh Mayor Bill Peduto put $11.3 million in his budget with “the goal being we can lessen the amount of idling time by over a third.”

The “smart” system has connected traffic signals, using sensors, cameras and computers to monitor all the traffic in a grid.

The mayor says, “Traffic signals will know where the traffic is, know where the congestion is, and be able to disperse it much more effectively.”

So, the city has identified a number of “Smart Spines” that the mayor says will be targeted for the intelligent traffic signal systems.

“To be able to keep traffic flowing at a much more efficient and consistent rate,” said Mayor Peduto.

The first phase is now under design and will include a spine on the Route 51 corridor from the intersection with Route 88 to the Liberty Tunnel entrance. Another spine that will see work begin in 2019 is the always-busy West Liberty Avenue from the Liberty Tubes to the Dormont line.

There is already a different smart system in place on Penn Avenue and Baum Boulevard to North Craig Street and Bigelow Boulevard.

“Our next step is Bigelow, all the way Downtown,” said Peduto.

Later, the “Smart Spines” will extend out to Fifth and Forbes from Downtown to Oakland, and on Center Avenue from Downtown to Bigelow. And a spine will be installed to improve the flow of Second Avenue to Irvine Street through Hazelwood to the Glenwood Bridge.
State and federal funding is helping cover about 75 percent of the construction of the “Smart Spines,” which Peduto says “will be built out over a series of years.”

**Pittsburgh Plots 2019 Expansion of Smart Traffic Lights**

Some 150 smart signals will be deployed across so-called “smart spines,” which lead in and out of the downtown area. The project has $11.3 million earmarked for 2019, and $15.1 million for 2020.

http://www.govtech.com 11/29/2018

(TNS) — About a third of Pittsburgh’s 610 intersections will be equipped over the next two years with smart traffic signals designed to ease congestion and allow for a smoother commute along key city corridors, an official said.

Karina Ricks, who heads the city’s Department of Mobility and Infrastructure, said the city will add more than 150 new signals along five “smart spines” that mostly lead in and out of downtown.

Mayor Bill Peduto earmarked $11.3 million for the project in 2019 and plans to set aside another $15.1 million in 2020, according to the city’s 2019 capital budget. Ricks said the state and federal governments are picking up 75 percent of the tab with grants.

“We have 610 signaled intersections right now. After this, 200 of the 610 will have smart signals,” Ricks said.

Smart spines include Bigelow Boulevard from downtown to Centre Avenue; Centre Avenue from downtown to Bloomfield; Fifth and Forbes avenues from downtown to Oakland; Second Avenue and Irvine Street from downtown to the Glenwood Bridge; and West Liberty Avenue from the Liberty Tunnel to the city border.

Ricks said sensors at the intersections determine traffic volume and adjust stop-and-go times based on the number of vehicles.

Fifty intersections in the East End since 2012 have been equipped with sensors as part of a program of Traffic21, a CMU research institute. CMU’s research indicates vehicles in East Liberty intersections spend 40 percent less time idling, resulting in a 21 percent emissions reduction.

“There’s greater efficiency,” Ricks said. “I wouldn’t necessarily guarantee that traffic is going to move quicker. It depends on which route you’re using, but vehicles should move more smoothly.”

She said the system would eliminate waits at major intersections when no vehicles are passing through from a cross street.

“You’ll be at the signal and the green light is still going for a side street, but there’s no traffic in that section,” she said. “It’s just wasted time. That doesn’t happen. The sensors adjust the system in real time.”

Oat Foundry is the only company in the U.S. that continuously designs and manufactures the old-school split-flap displays.

Kuhn acknowledges that the rail agency is unlikely to take him up on the offer. But he thinks that the groundswell of appreciation for the vintage technology may sway Amtrak to at least take a look at his company’s pitch.

“What I’m hoping is that Amtrak responds to some of this romance and says, ’we are hearing what you’re saying, and Oat Foundry makes this great and very affordable solution. Let’s put one in the lounge, let’s put a couple in the concourse.’ It doesn’t necessarily have to be transportation information,” Kuhn said.

Most of the company’s boards are in restaurants, hotels, and offices, where they straddle the line between art and information. They cost a few thousand to tens of thousands of dollars apiece, depending on their size and degree of customization. The team designed their first one in 2015 at the request of the Philadelphia-based chain

Drexel grads pitch Amtrak on new sign: Vintage-style romance with efficiency of new technology
Honeygrow. The salad and stir-fry spot wanted to show order numbers and other messages in a way that wouldn’t “over-tech” its restaurants, where customers already use screens to order.

Oat Foundry has since sold more than 50 of the devices to a variety of clients, including the new Shakespeare & Co. on Walnut Street, a bar at Chicago’s Wrigley Field and a museum in Azerbaijan. The vintage-styled signs grace three Starbucks cafés in Mexico and Central America and corporate offices in Hong Kong and England.

If Amtrak took Oat Foundry up on its offer, the 30th Street board would be the company’s first train station commission.

It would not, however, be the firm’s first departure board.

For Nolita Hall, a bar that sits in the flight path of San Diego International Airport, Oat Foundry created a novel take on the travel icon, integrating flight data into a display.

“The whole ceiling is a skylight, and you can see the bellies and the tails of these landing aircraft. Our split-flap sign queries a flight tracker API, pulls real-time flight tracker data, and puts it on the sign,” Kuhn said. Along with beer and cocktail specials, the huge sign behind the bar shows “what plane is landing, when it’s landing, where it had taken off and what airline.”

The flip display is Oat Foundry’s main product, but the company has also built an industrial-scale coffee brewing machine, a plant specimen scanner for Morris Arboretum, and other custom engineering projects.

Last November, one of the displays did make a brief appearance in 30th Street Station. On this occasion, the romance was highly calculated. Instead of announcing train delays, the miniature display helped a man propose to his girlfriend. Kuhn stood nearby and used his phone to change the sign to, “She said yes!”

Split-flap displays were invented by the Italian company Solari Udine in the 1950s and were widely used in train stations and airport terminals for decades. They’re rare now, but they’re still associated with the drama and suspense of travel. Part of that association comes from the flurry of rapid flapping sounds that announces the launch, or delay, of a journey.

Kuhn attributes the signs’ popularity in part to their mid-century modern design vibe, an aesthetic that has surged in popularity as of late. They’re also examples of the mechanical aesthetic that gave way to the era of ubiquitous televisions, and now, digital screens.

“People like it because it’s complex and because it’s real,” he said. “It’s very tactile and engages, at least, the auditory senses and visual senses.”

“How it works is sort of just beyond the realm of standard comprehension,” Kuhn explained. “You know that there’s motors in there, you know that there’s gears of some kind or belts of some kind, and flaps. But the fact that it’s so many going at once — it has this enormity to it that is enticing and romantic.

The three-dimensional, moving displays provide respite from the computer monitors and phones that are continually shining information at our faces, he said.

“Every day we’re inundated by screens. If I asked you, how many screens have you seen today, it’s an impossible question to answer. You wake up, you look at a screen. You’re at your laptop all day. Your car now has a screen in it. You passed dozens on the way to and from wherever you’re headed. Even billboards now are screens. There’s some kind of fatigue component with that. It doesn’t matter what’s on the screen really anymore. You don’t want to look at it,” Kuhn said.

He contends his company’s boards provide the best of both worlds: the allusions to train stations and to mid-century design and engineering, and the convenience of control via a cell phone or computer.

“You get to retain that nostalgia, but you don’t have to subscribe to some kind of big transportation background or technical background,” he said.

Nonetheless, Amtrak appears intent on following through on its plan to install digital screens and send its Solari board to a museum. Smaller split-flaps at each track stairway will also be replaced. The agency announced two years ago that it would replace the displays as part of an ongoing rehab of 30th Street Station that is costing hundreds of millions of dollars. It replaced a similar board at New York Penn Station last year.
Amtrak says a new screen will comply with the Americans with Disabilities Act, make 30th Street “more modern and tech-friendly,” and allow flexibility for future technology upgrades. The current board is controlled by computers running Windows 95 and has been known to fail for months at a time. Also, spare parts are scarce. A spokesman said in an email that Amtrak never considered upgrading its split-flap display, and declined to say whether the agency had talked to Oat Foundry.

“They’re going to get a big screen. That’s a foregone conclusion,” Kuhn said.

Kuhn noted that Solari boards are still used at some transportation hubs, including the Trenton Transit Center, which serves SEPTA, NJ Transit and Amtrak. There are reportedly working split-flap displays at the Atlantic City train station and the airport in Jacksonville, Florida. The San Francisco Ferry Building is the rare U.S. transportation center that replaced its old sign with a new split-flap board, installing an Italian-made unit in 2013. The mod displays also remain in use at a number of station and airports in Europe and Asia.
Wishing every MASITE member and their families the warmest holiday greeting of the season… Looking forward to 2019!!!!

Respectfully submitted,

Dean J. Kaiser, P.E., PTOE
2018 MASITE Newsletter Editor

MASITE Interconnect Info – Please feel free to comment liberally on this and any issue of the Interconnect. All news and noteworthy items are still greatly appreciated in the next couple of months as well as information relating to sponsor companies, organizations, MASITE members and other Section planned activities. The deadline for the April 2019 issue will be April 1, 2019.