



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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## Regional Transportation Operations Coalition

Draft Minutes

December 8, 2011

**DuPage County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

**Present:** Claire Bozic Chair-CMAP, Chris DiPalma – FHWA, Jon Nelson - Lake County DOT, Steve Travia - IDOT, Gerry Tumbali – RTA, David Zavattono – CDOT, Christina Kupkowski – WCHD, Kevin Price – IDOT ITS, Chuck Sikaras – IDOT, Mark Pistick – RTA (phone), Thomas Szabo – Kane County DOT, David Tomzik – Pace, Bill Baer – Traffic Control Corporation, Mitch Bright – Traffic Control Corporation, Ken Glassman – Jacobs Engr., Andy Hines – City of Naperville, Jason Stribiak – Parson Brinkerhoff, Chris Hedden – Cambridge Systematics, Matt Letourneau – URS, Sam Van Hecke – Cambridge Systematics, Abraham Emmanuel – CDOT, Duana Love – FTA, Jim Powell – Wilbur Smith Assoc.

**Staff Present:** Parry Frank, Tom Murtha, Dan Rice, Thomas Gonzales, Jose Rodriguez, Todd Schmidt

### 1.0 Call to Order

Claire Bozic, Chair called the meeting to order at 9:30 a.m.

### 2.0 Agenda changes and announcements

Agenda item 9.0 Congestion Management Process Update will be discussed at the next RTOC meeting.

### 3.0 Approval of Minutes

The minutes were approved.

### 4.0 Cook-DuPage Smart Corridors

Sam Van Hecke with Cambridge Systematics shared with the group a current project on implementing a “smart Corridor” system in the Cook-DuPage Corridor. The study area for the project is bound by IL 50 to the east, the Metra Milwaukee District West line to the north, the Metra Burlington Northern Santa Fe line to the south and roughly IL 59 to the west. The purpose of the project is to improve travel for all modes through low cost operational/ITS solutions and the overall goal is to evaluate and prioritize forty candidate corridors and then select four for implementation and pilot projects. The potential ITS and operational improvements the study is focusing on include improved traveler information, traffic management, incident management, and transit management. Identify corridor limits, prioritize all corridors, corridor characteristics, and selecting the

final smart corridor candidates are four steps in phase one of the project and phase two will focus on the conceptual design for the smart corridors.

#### **5.0 CMAP Archive Data User Service Update**

Ms. Bozic updated the group on the status of the Archive Data User Service (ADUS) project. CMAP is in the process of deciding the best back up options for the ADUS. CMAP currently backs all its data up at an off-site facility located in Phoenix Arizona. This will also be the location for the ADUS back up. CMAP has two options regarding the ADUS back up system. The first option is to back up the data only. The second option is to back up the data and provide a mirror site in case the one hosted on the CMAP servers goes down. The first option is less expensive, but data accessibility would be lower. The second option would have an extra cost, but it would allow a seamless transition to a backup site if the CMAP system is down. Staff will post a diagram showing the draft data flow for the ADUS and keep the group updated on the status of the ADUS.

#### **6.0 Regional Traffic Signal Inventory Update & Enhancement**

Mr. Murtha informed the group that CMAP was in the process of updating the regional traffic signal inventory. CMAP staff will be reaching out to the signal operators in the region to obtain the data required for the signal inventory. CMAP plans to maintain the location and a few characteristics of the signals in the inventory. The database will be more streamlined as we move forward with not much cleaning involved. The structure will include a compilation of the data sent to CMAP, much like the regional bikeway database CMAP developed and maintains.

The group inquired how much cleaning the data required. It takes CMAP staff a substantial time to process and compile the data. Many signals are listed multiple times in the database because agencies own a signal, but grant control to another agency. CMAP staff will request the data in preferred structures in the future to help lessen the time to process the data. Chris DiPalma informed the group that the FHWA resource center has a regional signal review that could be done on the region. This is a free service and can be tailored to the region's need. CMAP staff will post reports from other regions that have participated in the regional signal review on the RTOC website.

#### **7.0 Strategic Regional Arterial System**

CMAP staff is in the process of updating the region's SRA system. The SRA system was used in the CMAQ project selection exercise this group did to identify and prioritize important projects in the region. Currently there is a lack of coverage in Kendall County because it was not considered part of the area when the SRA system was developed. It is important that the SRA system covers the region because it is used in the congestion management process. IDOT currently has a study underway to add more roads to the SRA system. IL 47 and Stearns Road are ready for recommendation and the group will discuss more in depth at the next meeting. The group would like to know this more about the rationale or qualification to make a road part of the SRA system. The group would also like to see the SRA coverage. Staff will post a current SRA map on the RTOC

webpage. The SRA system serves as long distance high speed routes with limited access.

#### **8.0 Congestion Pricing Data Collection**

Tom Murtha discussed with the group upcoming opportunities for operations data collection and analysis in support of addressing operational issues related to congestion pricing and managed lane projects in the region. There are several operations related action items in the regional plan and CMAP would like to have input on what kind of data and information gathering staff should focus on in the coming months. The group would like for staff to look at all the alternatives and not focus solely on congestion pricing.

#### **9.0 Congestion Management Process Update**

Item will be discussed at next RTOC meeting.

#### **10.0 Freight**

Tom Murtha updated the group on various freight system studies in the region. CMAP staff is working with the ICC to calculate the delay time experienced at railroad crossings. Delay numbers have been released by the ICC for 6 counties in the region and CMAP is adding one more county (Kendall County). The ICC numbers only use the gate down time to calculate the delay and not traditional traffic engineering methods such as auto queuing behind the gate. CMAP has compiled field data for select locations and is working on updating the numbers. Staff is also working on updating truck route identification throughout the region.

#### **11.0 Historical CMAQ Project Review and Performance Measures**

CMAP staff compiled a list of complete CMAQ funded projects and is in the process of compiling the pre-project conditions provided on the CMAQ application. Staff is looking to the members of RTOC for the post-project data. The group confirmed it would be difficult to find post-project information and that staff should research before and after measures that would be suitable for future use. The staff was directed to work on a list of appropriate performance measures to evaluate the effectiveness of projects and to draft a memo to the CMAQ project selection committee supporting the collection of before and after data by project implementers for post analysis of projects.

#### **12.0 ITS Architecture and Plan Update**

Tom Murtha discussed the update of the ITS architecture and ITS plan which was last updated in 2005. Tom asked how agencies have used this plan in the last 3-4 years. The group responded that the plan is important to identify projects to be in the architecture and defines where the project fits in the architecture. It also assisted in the implementation of the items that were identified in the plan. The plan serves as a central point for the coordination and funding of projects. Next Tom asked the group how the document itself could be improved to make a stronger case of implementation. The group responded that there is no need to improve the document, just an update would be necessary. Tom also asked the group if there is a need to update the document

more often, like every 1-2 years. The group responded that it did need to be updated, but they were not ready to discuss how often the document should be updated. The planned update for the ITS Architecture and ITS Plan will be discussed more at the next meeting.

**13.0 Other Business**

**14.0 Public Comment**

There was no public comment.

**15.0 Next Meeting**

Next RTOC meeting will be held Thursday, February 16, 2012, 9:30 a.m. CST at CMAP offices.

**16.0 Adjournment**

The meeting was adjourned at 11:30 a.m.

Respectfully submitted

Todd Schmidt  
Committee Liaison