Regional Transportation Operations Coalition
Meeting Notes
Thursday, October 11, 2012
9:30 am
Teleconference # 1-800-747-5150, Access Code 3868711

DuPage County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0   Call to Order   9:30 a.m.

2.0   Agenda Changes and Announcements
There were not agenda changes or announcements.

3.0   Approval of Minutes – August 30, 2012
The minutes were approved.

4.0   PSAP/Comm Discussion
Mr. Rice presented maps which were more complete than what he had available for the previous meeting. He explained that he had been in contact with the staff of two county agencies and two public safety answering points , the emergency services dispatching centers. Based on his research and discussions with agency staff, RTOC's efforts should focus on the primary PSAPs, not all 206 which are listed for northeastern Illinois in the FCC PSAP registration report.

Kane and Lake are currently are currently working on PSAP integration. Some issues impacting the ease of getting incident information flowing between the emergency services dispatching centers and the departments of transportation include: agencies have different CAD vendors, different software, use many different emergency incident codes, and creating intergovernmental agreements have to address the technical issues as well as the political and privacy issues.

Mr. Rice found 37 multijurisdictional and 124 single jurisdiction primary PSAPS. He noted that when mapping these out, some community areas cross PSAP and county boundaries. In addition, PSAPS seem to be in a state of flux, with many areas joining with nearby centers and eliminating their own. Some PSAPS, such as Norcomm, Illinois' first private 9-1-1 call center, cover large areas. The Motorola STARCOM21 communication system was developed by the State of Illinois as a public/private partnership with Motorola

Inc. This digital, trunked radio network is open to all public safety and public service agencies in Illinois and enables seamless interoperable communications among State, local and federal government users.

The next steps are to relate the PSAP coverage areas to other attributes, such as traffic, crashes, which ones cover expressways, etc. to create some sort of prioritized list of which primary PSAPs we should focus our attention and outreach on. The group discussed developing a one page document describing why this project is important and which can be used for outreach.

Some closing comments regarded the fact that this is not one way communication, and that emergency responders are enthusiastic about having access to roadway camera images. DOT's are most interested in getting timely and accurate lane blockage and clearance information. IDOT District 4 (Randy Laninga and Eric Howald) has been successful implementing integration with a patchwork of PSAP providers. Steve Travia (IDOT) has worked with the Illinois State Police and likely has additional experience to share.

5.0   Major Incident Clearance

Mr. Murtha presented some initial research he has been doing on fatal accidents using the IDOT incident database information, crash data, and the animation developed last year for sensor data from the Gateway. The first purpose was to show that expressway closures happen frequently enough to be of concern, and that they have impacts that spill beyond the location and time of the incident. He showed an animation for an incident where congestion lingered miles upstream for a number of hours after the expressway was reopened. Mr. Murtha is attempting to develop some basic useful statistics about the issue.

The closures happen because of the actual emergency response and the investigation that takes place afterward. RTOC committee members say that ten years ago Illinois enacted a law requiring a crash reconstruction. Some states generate the crash reconstruction using camera images, which means they don't have to have personnel out in the roadway for very long. Illinois does not use this technology. Some members suggest that the law regarding the investigation should be changed, or that the way the investigation takes place should be changed.

Mr. Sikaras suggested that to support this research it might be appropriate for Mr. Murtha to receive the automated incident notifications which a number of agency personnel subscribe to. Access is limited, but this will be explored. Mr. Zavattero suggested that Mr. Murtha could include more information in his summaries, such as weather conditions and what messages were displayed on variable message signs.

6.0   RTOC Performance Measures and GO TO 2040 Focused
**   Programming**

There was additional discussion about exactly how the approved performance measures would be calculated and applied, such as in the am peak or pm peak? Ms. Bozic said that the details of how they would be applied could be worked out by the committee at a later time. The measures had been discussed at a number of meetings and it was important that that the group come to a consensus about naming the measures. The RTOC approved the performance measures with the addition of two measures suggested by IDOT, intersection delay and queue length.
In addition, Mr. Murtha informed the group that RTOC would be able to identify a small number of projects for 100% CMAQ funding. He suggested that projects that were multi-jurisdictional with no clear sponsor would be good candidates.

7.0 Regional Freeway Atlas

Mr. Schmidt presented the group with samples of a new expressway atlas of road volumes he is developing. This document has not been generated for a number years, and Mr. Schmidt is working on automating the process. Members suggested he add the number of lanes at each volume location, as well as the arterial volumes where the ramps enter and exit. Mr. Schmidt said it is more difficult than it sounds to add that information, but he would see if it could be done.

8.0 Congestion Management Process

Mr. Murtha further described the congestion management process document. Mr. Ziesemer said that since DuPage County posted congestion maps, traffic counts and other similar items on it's website, the number of telephone calls asking for the information declined. Even though it too some time to develop the documents and maintain the website, it has saved staff time overall.

Regarding some of the information presented in the CMP, Mr. Pitstick asked how current the traffic signal inventory was, and whether information on emergency vehicle pre-emption (EVP) and transit signal priority (TSP) locations was being collected. He thought this would be very helpful to support work underway in the region.

9.0 Other Business

Mr. DiPalma announced the upcoming FHWA Bottleneck Workshop on November 27th. It is expected to result in an inventory of the region's bottlenecks and, he hopes, for a systematic plan for eliminating them.

Mr. Sikaras announced the ITS Joint Program Office webinar on October 31st "Keeping Risks in Check: Applying the Updated FHWA Model Systems Engineering Document to Adaptive Signal Control Technology Systems (ASCT) Implementation." He also said that the 2012 ITS Midwest annual meeting would be held in Columbus Ohio on November 15-16.

Ms. Bozic announced that CMAP would host the FHWA 2-day workshop about Integrated Corridor Management with Analysis, Modeling and Simulation in January. Mr. Pitstick suggested that the I-90 corridor is a good candidate location to focus on.

10.0 Public Comment

Public comment is encouraged throughout the meeting. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

11.0 Next Meeting: To be determined

12.0 Adjournment   11:30 a.m.

Respectfully submitted

Todd Schmidt
Committee Liaison