



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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## Regional Transportation Operations Coalition / Advanced Technology

### Task Force

DRAFT Minutes

July 23, 2015

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

**Present:** RTOC Chair – Claire Bozic – CMAP, ATTF Chair - Jon Nelson – Lake County DOT, Chuck Sikaras – IDOT ITS Program Office, Christina Kupkowski – Will County DOT, Kevin Price – IDOT, David Tomzik – Pace, Yadollah Montazery – CDOT, Stephen Zulkowski – Kane DOT, Rich Jezierny – Cook County, Mike Tuman – DuPage County, Yamilee Volcy – FHWA, Peter Stresino – IDOT, Ahmed Ghaly – Tollway, Priscilla Tobias – IDOT, Justin Potts – IDOT, Jeff Galas – IDOT, Mike Klemens – Will County Gov. League, Eric Holeman – CTA, Mark Pitstick – RTA, John Benda – HNTB, Scott Lee – Parsons, Ken Glassman – Jacobs, Adam Danczyk – Jacobs, Tomm Myszka – CH2M, Kim Kolody - CH2M, Tammy Wierciak – WCMC, Sam Van Hecke – Cambridge Systematics, Tom Szabo – CBBEL, Russ Bautch – HNTB, Bridget Barrett – TranSmart, Gary Rylander – TranSmart, Emily Moser – Kimley-Horn, Jim Powell – CDM Smith

**Phone:** Matt Letourneau - AECOM

**Staff Present:** Jesse Elam, Parry Frank, Tom Murtha, Todd Schmidt, Alex Beata, Elizabeth Schuh

### 1.0 Call to Order

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

### 2.0 Agenda Changes and Announcements

Ms. Bozic introduced Mr. Jon Nelson as the new chair of the Advanced Technology Task Force.

### 3.0 Local Strategic Highway Safety Plans, Performance Measures, and Targets

Ms. Priscilla Tobias, a state safety engineer with the Illinois Department of Transportation (IDOT), gave a presentation on the draft local Strategic Highway Safety Plans (SHSP).

The SHSPs are produced by IDOT to help the state achieve its goal of zero fatalities on all public roadways in Illinois. The SHSP focuses on severe and fatal crashes for each county and encourages the use of the 4 E's (engineering, education, enforcement, and emergency medical services) to reduce the number of severe and fatal crashes.

With the passage of MAP-21, states are required to develop, implement, and regularly update strategic highway safety plans to ensure progress toward achieving safety goals. It placed increased emphasis on reducing fatalities and serious injuries on all public roads and also requires improved data collection and analysis. MAP-21 also established special rules for rural roads, older drivers, and pedestrians. Performance measures were a major focus in MAP-21, which requires states and MPOs to establish and set safety performance measures and targets.

The safety performance measures IDOT will initially track include a 5-year rolling average of the number of fatalities, rate of fatalities per 100 million VMT, number of serious injuries, and rate of serious injuries per 100 million VMT. The measures are calculated for all public roads in the state. The data sources used to calculate the measures are the national Fatality Analysis Reporting System (FARS), state reported serious injury data, and Highway Performance Monitoring System (HPMS).

The total number of fatalities on both local and state routes was steadily decreasing from 2003 to 2009 and has leveled off since then. As the total number of fatalities continued to decrease on state routes, the number of fatalities on local routes has increased. This is a major concern for IDOT because they do not have jurisdiction on these roads. If the state does not meet its goals, IDOT can face financial penalties even though the fatalities are occurring off the facilities they manage.

Local SHSPs contain a wealth of information on serious injury and fatal crashes for both state and local roadways. Included in each county's SHSP is an emphasis area table that identifies the types of crashes the county should target. The target crash type is based on the county's overrepresentation of that type compared to the statewide system. Data trees, heat maps, and a local 5% list are also included to assist the county where to concentrate its safety efforts.

IDOT would like the counties and CMAP to review the plans and set up in-person meetings or conference calls to discuss comments, concerns, and the next steps the counties and CMAP should be taking. These meetings should occur by the end of the calendar year. Each county's draft SHSP is available for download on RTOC's webpage (<http://www.cmap.illinois.gov/about/involvement/committees/other-groups/regional-transportation-operations/minutes>).

Mr. Tomzik requested that the term "Vulnerable User" be changed because it does not encourage people to use transit and that it could effect a person's decision to use transit in the future. Ms. Tobias responded that the term is a standard in the safety industry. Mr. Tuman questioned why there was a presentation of the SHSP to RTOC and were other committees going to have the same presentation. Ms. Bozic responded that operations personnel have a good understanding of where problem spots are on their system and operations personnel have to manage traffic after crashes occur. Ms. Tobias added that safety comes into multiple facets of a project. Mr. Elam stated that this is the first discussion on this topic and it likely will go through the CMAP structure. Mr. Elam

asked when IDOT plans to finalize the SHSPs. Ms. Tobias responded most likely next spring.

#### **4.0 Illinois Tollway Real-Time Performance Monitoring**

Mr. Ahmed Ghaly gave a presentation on the real-time performance monitoring system recently developed and currently in use at the Illinois Tollway. Safety and system performance were the top objectives when selecting a reporting tool that would track the performance of traffic and ITS technologies on the Tollway system. The Tollway wanted a reporting tool that could measure performance to demonstrate accountability to upper management and the travelling public, enhance the decision-making process, and justify project selection. The system should also assist in results-oriented management.

The Tollway reviewed and evaluated 6 available analytics reporting tools before choosing Birst analytics. The evaluation was based on multiple criteria. First, the tool should be able to access the existing database and communicate with TIMS. Second, the user interface should be easy to use and provide many reporting options. Third, user support and maintenance should be straightforward. Price was also a major consideration in selecting a reporting tool.

Birst allows the Tollway, in real-time, to monitor traffic and ITS field equipment. It also allows the Tollway to highlight trouble locations and evaluate incident response. Traffic operators at the Tollway are using Birst to monitor traffic flow, identify congested areas, and evaluate travel times and smart work zones. Tollway maintenance staff use the system for ITS asset management and inventory. Planners use the system to evaluate lane use characteristics and vehicle classification. The Tollway plans to expand and integrate more performance information into the system such as weather information, predictive travel time information, AVL integration, and other performance reporting capabilities.

A participant asked whether there are built in alarms to alert the proper folks if something is malfunctioning. Mr. Ghaly responded that currently there are no built in alarms in Birst, but there are alarms in other Tollway platforms. Is the information in Birst shared with IDOT? The Tollway shares travel time data through the Gateway, but the performance reporting is not currently shared with IDOT.

#### **5.0 Cook-DuPage Smart Corridor Study**

Mr. Van Hecke and Mr. Danczyk provided an update on the Cook-DuPage Smart Corridor Study. The overall purpose of the study is to improve travel for all modes through operational and ITS solutions such as traffic and transit management, traveler information, and incident management. Phase 1 of the project is complete, which consisted of analyzing multiple corridors and selecting the top candidates to continue in the study. The top four candidates were selected through a scoring process and have moved on to the next phase of the study.

The current phase of the project will develop conceptual designs and plans that improve travel for all modes on the four selected corridors. The selected corridors include Harlem Ave., North Ave., Roosevelt Rd., and Cermak/22<sup>nd</sup>/Butterfield Rd. The North Ave. corridor is the furthest along in the conceptual design process. The initial conceptual design for the North Avenue corridor addresses unpredictable traffic, limited traveler information, and transit performance. The operations and ITS solutions selected to address the issues along the corridor include advanced traffic signal controls (ATSC), signal interconnects, TSP, and emergency vehicle preemption.

## **6.0 Highway System Management and Operations Strategy Paper Draft Scope**

Ms. Bozic reviewed the draft scope for the Highway System Management and Operations (M & O) Strategy Paper. The strategy papers are intended to help guide the development of the next long range transportation plan for the region and are designed to define specific problems, assess current conditions, and identify potential policies to advance in the plan. The Highway System M & O strategy paper will focus on operational strategies that are currently used in the region, discover opportunities to expand M&O in the region, and document the costs and benefits of expanding M&O strategies in the region.

GO TO 2040 included a limited number of M&O strategies to address congestion and improve regional mobility. Congestion pricing and parking pricing were the two main M&O strategies specifically called out in the plan. Aside from the implementation of congestion pricing as part of a major capital project, there was limited discussion of M&O strategies. Other M&O strategies such as real time traveler information systems, traffic signal improvements, and traffic management centers were lumped into the system modernization strategies.

The strategy paper will rely on RTOC and ATTF as the primary working group for this project and will provide an opportunity for the region's operators to participate in advancing operations strategies in the region's next long range transportation plan. RTOC and ATTF will be meeting jointly for the next year to provide input on the strategy paper. Staff is still finalizing the timeline and a list of expected memos and products for this project.

Mr. Pistick remarked that there was not much transit, if any, mentioned in the draft scope. Ms. Bozic responded that transit will have its own strategy paper and staff is still working on how the two strategy papers will interact.

## **7.0 Agency Updates**

Due to the discussion of the previous agenda items and time, Ms. Bozic tabled the agency updates until the next meeting. Agency updates will be the first agenda item for the next meeting.

## **8.0 Other Business**

There was no other business before the Regional Transportation Operations Committee/Advanced Technology Task Force.

**9.0 Next Meeting**

The next meeting is scheduled for October 29<sup>th</sup> 2015.

**10.0 Adjournment**

The meeting was adjourned at 11:45 a.m.

Respectfully submitted

*Todd Schmidt*

Todd Schmidt, Committee Liaison