Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** **RTOC/ATTF Committee**
**From:** Claire Bozic
**Date:** December 7, 2015
**Re:** Operator Interview Recommendation Summary

## Background

CMAP is developing a highway management and operations strategy paper which will provide background and support for including more specific recommendations for management and operations strategies in the next plan. To develop the paper, it is important for CMAP staff to understand what the operators plan to do in this area, and what they think is important. CMAP scheduled interviews with a number of operators to collect this information. This is a summary of what they told us.

## Interview Schedule

| Agency | Date | Participants |
|---|---|---|
| Illinois Tollway | November 10 | Ahmed Ghaly<br>Henry Guerriero |
| Cook County DOTH | November 4 | Rich Jezierny<br>Noel Basquin |
| Illinois DOT | November 13 | Jeff Galas<br>Daryle Drew |
| Chicago DOT | November 19 | Abraham Emmanuel<br>Yadollah Montazery |
| Lake County DOT | November 23 | Jon Nelson<br>Ryan Legare<br>William Eidson |
| Kane County DOT | November 24 | Stephen Zulkowski<br>Tom Rickert<br>Kurt Nika |
| City of Naperville | November 24 | Andy Hynes |
| DuPage County DOT | December 2 | Michael Tuman<br>John Loper<br>Robert Greene |

**Participant Regional Planning Activity Suggestions**

1. Develop an inventory of fiber communications locations. This would include traffic signal interconnects, backhaul communications, and cable owned by other non-highway entities that might be used for transportation purposes (Illinois CMS, Metra, CTA). Agencies have generally been willing to share capacity. Sharing these resources provides a cost saving for the region.
2. Establish a plan for communications to establish where agency networks will interface. This plan should help identify locations where extra capacity should be included when the opportunity arises. Extra capacity might be provided by including extra fiber, or using larger conduit so more cable can be added later. This can help prevent the need to retrofit locations. The plan should also include plans for redundancy to prevent any of the region's agencies from losing communication with their systems.
3. Establish an IP address system plan for transportation infrastructure. Increased center to center communications establishes a need to ensure that an IP naming convention prevents accidental duplication of addresses which can interrupt communication with some equipment or cause it to malfunction.
4. Identify the operations needs of the municipalities and create a vision of future operations for the region. How do municipal operations needs fit into the regional plan?

**Participant Regional Implementation Activity Suggestions**

1. Establish a pool of funding to support developing and maintaining the fiber communication system.
2. Establish a pool of funding to install and maintain battery backups for signal and communication systems.
3. Require installing fiber communications or empty conduit when projects are implemented because it is far easier and cheaper than retrofitting communication.
4. Identify and support the use of shared communications and traffic management center resources, perhaps by hosting a regional central traffic management center.
5. Identify and fund "regional" operations projects on local (municipal, township, county) roadways. These locations serve longer distance travel but because of special circumstances they are very costly for an individual operator to resolve.
6. Work with municipalities to promote standard incident management policies and adherence to safe quick clearance principles.

**Individual Agency Activities**

Interstate Management

1. Expand traffic management center capabilities.
2. Ensure reliable funding streams for hardware and software maintenance and upgrades.
3. Increase density of field equipment to support advanced traffic management systems.
4. Scale funding for management and operations staff in relation to the increased staffing needs of active system management.
5. Shorten incident detection time.
6. Expand emergency traffic patrol program.
7. Improve performance monitoring process by expanding capabilities and establishing goals.

Arterial Management

1. Establish advanced traffic management capabilities by building or expanding central signal control systems including hardware, software, communications networks, signal modernization, and cameras to observe system performance.
2. Ensure reliable funding streams for hardware and software maintenance and upgrades.
3. Scale funding for management and operations staff in relation to the increased staffing needs of active system management.
4. Establish systems to ensure receipt of early and complete incident information.

Integrated Corridor Management

1. Establish center to center communication.
2. Establish agency policies providing system management staff the authority to respond to partner agency system conditions in real time.
3. Establish locations and conditions under which integrated management would take place.

**Conclusion**

Technology is not the challenge for improved system management and operations. The challenge is competing for scarce funding to support an activity that is largely invisible.

Attached is a summary of the interviews.