Agenda Item No. 2.0

Chicago Metropolitan Agency for Planning

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Regional Transportation Operations Coalition / Advanced Technology Task Force

DRAFT Minutes
December 17, 2015

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

Present: ATTF Chair - Jon Nelson – Lake County DOT, RTOC Chair – Claire Bozic – CMAP, Christina Kupkowski – Will County DOT, Kevin Price – IDOT, Stephen Zulkowski – Kane DOT, Rich Jezierny – Cook County DOTH, Dean Mentjes – FHWA, Mark Pitstick – RTA, Sagar Sonar – Stanley Consultants, Bridget Barrett – TranSmart, Jessie Slaton- Parsons Brinkerhoff, Adam Danczyk – Jacobs, Matt Letourneau – AECOM, Claire Bozic

Phone: Chuck Sikaras – IDOT ITS Program Office, Justin Potts - IDOT, Mike Tuman – DuPage County, John Dillenburg – UIC, Tom Radick – Pace, Tammy Wierciak – West Central Municipal Conference

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

1.0 Call to Order

Mr. Nelson, ATTF Chair called the meeting to order at 9:30 a.m.

2.0 Approval of Minutes –

The minutes from October 29, 2015, were approved by the committee.

3.0 Agenda Changes and Announcements

4.0 Highway System Management and Operations Strategy Paper

Ms. Bozic shared a summary of the M&O strategies discussed at operator meetings and thanked the agencies for taking the time to meet with staff. The meetings were very informative and helped staff narrow the focus of the strategy paper. Staff was able to meet with most of the major transportation operators in the region except for Will County and McHenry County Division of Transportation. Many of the agencies are working towards active traffic management as a future goal.

A recurring theme staff heard at the meetings was that communication was a major concern among agencies. Communications plays a vital role in transportation operations. Communications allow transportation operators insight on what is happening on their system so they can respond appropriately and in a timely manner to

incidents or other issues that might occur. The communications theme we heard include fiber in the ground, communicating with other operators, and communicating with Public Safety Access Points (PSAP). It was suggested that a communications inventory be created as part of this paper.

Municipal transportation operators have different needs than the larger transportation operators in the region. For example, one operator mentioned that parking is a big issue for them and would like to develop a parking system. Municipal operators could benefit from developing a standard parking system, which would allow for municipalities to have the opportunity to coordinate investments and create a single website instead of having a different website for each municipality in the region.

Incident response was another common theme among the transportation operators in the region. Some of the operators in the region do an excellent job at responding to incidents on their system while others feel like they have room to improve. Operators thought it would be good to standardize training procedures for emergency responders which will allow for consistent response to incidents across the region.

Mr. Murtha asked Ms. Bozic for clarification if the agencies want a communications inventory or plan. Ms. Bozic responded that they first need an inventory to develop the plan. Mr. Price informed the group that IDOT was working on a fiber management system which would help them manage their system and identify gaps. Mr. Potts said that there is a very complicated security aspect to sharing fiber and opening an agency's system to communicate with other agencies. Many agencies don't want the risk so will not open their systems up. Ms. Bozic asked the group if communications should even be a subject in the paper. Mr. Price suggested it would be best to include a big picture overview of communications in the region and it would be a good place to start the dialogue.

5.0 Signal Policy at Expressway Interchanges

Ms. Bozic reviewed the initial steps in developing traffic signal policies around expressway interchanges for when incidents occur. When an incident disrupts the expressway, are affected signals around the interchanges prepared to react to changing traffic patterns? A review of signal policies around expressway interchanges was suggested.

So far, most of the analysis has been a GIS exercise based on the regional traffic signal database. Staff created a summary of expressway interchanges in the region along with maps of the locations by county. The summary includes location information and the number of signal interconnects and traffic signals around the interchange.

Mr. Nelson suggested looking at signals with queue detection. He also mentioned that there are congestion warning signs at the Great America exit ramps at Grand Avenue near Great America. Mr. Tuman added that all new agreements with the Tollway regarding the signals at Tollway interchanges must be set up to reduce queue forming on

ramps. Ms. Bozic asked if there was a way to measure the benefit to the ramp and what data is needed. Mr. Tuman responded that the Tollway monitors this and would have the information. Mr. Murtha added that we can see locations with issues on the congestion scans. Mr. Potts said that IDOT has information on intersection performance and that CMAP staff should reach out to the Bureau Chief of traffic operations.

Mr. Tuman said he had concerns with the data shown on the maps. He noticed a few locations with signal interconnects missing such as Boughton Road. Mr. Sikaras agrees that there are issues with the data. Mr. Potts asked if there was any process used to verify the data in the signal database. Ms. Bozic responded that the most current signal database was used for the analysis. Mr. Murtha added that CMAP staff is in the process of updating the regional traffic signal database and that the updated version will be better than its predecessor. Mr. Potts informed the group that IDOT is working on a new traffic signal inventory system. The system is developed and deployed with IDOT filling in data as work happens. Mr. Murtha asked if there was an expected completion date for IDOT's traffic signal inventory system. Mr. Potts did not know off hand and would find out the expected completion date.

6.0 Screening/Prioritize Highway Segments

Ms. Bozic reviewed the proposed screening method staff plans to use to identify locations that will benefit from the implementation of operations strategies. The proposed method is fashioned similar to the screening process used for the Cook-DuPage Smart Corridor Study, which was presented to RTOC at the July meeting. This process will take place in two steps. The first step will prioritize highway segments based on existing traffic and infrastructure conditions. The second step will use TOPS-BC (Tool for Operations Benefit Cost Analysis) to estimate the benefits and costs of investing in the prioritized highway segments identified from the first step in the process. The analysis will focus on the NHS and other important roadways that serve the interstate system in the region.

Mr. Murtha suggested adding truck data to the screening process such as if the interchange serves class I or II truck routes. Mr. Potts agreed that this should be included in the screening process. Mr. Tuman asked if the goal of screening and prioritizing highway segments is to determine where to target future funding. Ms. Bozic responded that staff is not prepared to talk about targeting funding, that the purpose of this exercise is to have more specific operations related recommendations in the next regional plan. She added that the increased focus on the NHS is coming more from the federal level.

Mr. Tuman asked if anyone reviews the changes made to the NHS and how changes are made. Mr. Murtha responded that there is a process to make changes to the NHS and those changes are reviewed at many different levels.

7.0 Identification of Facilities for Integrated Corridor Management

Ms. Bozic reviewed the locations staff identified as good candidates for integrated corridor management. Frist, staff identified locations through a process of mapping the road network. Next, facilities were selected that run along or parallel to an interstate and

have the potential to relieve congestion due to incidents or other events that induce heavy traffic on the interstate system. Ms. Bozic reviewed the maps and asked the committee for feedback.

Mr. Zulkowski commented that not all operators would have the ability to send new signal timing plans to a signal when an event did happen on an adjacent interstate or expressway. Even if they could send a new timing plan, it would have to go through a process to make sure it was the correct timing plan. The RTOC participants mentioned that they were already adjusting signals as needed. Mr. Pitstick suggested reaching out to individual members with candidate locations to create a list of their locations and then compile the list and share it with the group.

Ms. Bozic asked Mr. Danczyk if he could share on his experience in setting up integrated corridor management in other cities. Mr. Danczyk shared his experience with the I-80 integrated corridor management project in the Bay Area. The existing system was able to handle the additional traffic in extreme conditions along parallel routes. The control of the signal system in that project worked in a tiered system where the state DOT was able to take over control of the signals during severe traffic incidents. The system was set up with agreements that certain congestion thresholds had to be met before signal control was transferred to the DOT.

8.0 Grade Crossing Capacity Report

Mr. Murtha reviewed the draft technical update report on grade crossing saturation flows for the Chicago region. He is asking the committee for feedback on the draft document. The first part of the report provides background information and how grade crossing delay is calculated for this report. The second part of the report dives into the data and locations that were used for this study. Mr. Murtha recommends that staff continue to apply this method to calculate grade crossing delay at select railroad crossings in the region even though the data collection process can be time consuming.

Mr. Pitstick commented that staff did a thorough and good job on the analysis and would like to see staff continue the good work. Mr. Sikaras suggested adding a column indicating the nearest cross street to the crossing. He also suggested the possibility of using transit and/or other vehicle probe data to collect data at the crossing or possibly obtaining data from the railroads. Mr. Murtha responded that the staff tried to use Pace data, but the driver only signals when the bus is stopped for a train and not when the bus starts to move when the crossing is cleared. He also noted that the railroads have very good data and CMAP has had some success at obtaining data from the railroads, but they normally do not share data. Mr. Sagar asked if condition of the crossing is noted. Mr. Murtha responded that it was not collected at the time of the data collection, but is available from the ICC file.

Ms. Kupkowski raised a concern that all the sites were in Cook County. Mr. Murtha responded that crossings were selected because CMAP had interns that were already out in the area looking at other things, plus these locations are known to have significant

traffic and trains. Mr. Sikaras suggested looking at a sample from each county. Mr. Murtha responded that this was a demonstration project to determine if it was a valid method and then move forward with more sites. Ms. Kupkowski agreed to provide sample sites in Will County to Mr. Murtha.

9.0 Agency Updates

Mr. Pitstick provided an update on the TSP program. CDOT will be installing 40 advanced traffic controls along the South Ashland corridor along with OEMC installing communications in the corridor. PACE is working on the Milwaukee Avenue corridor with a contract out for the system integration and design of the project, along with a proof of concept project.

Mr. Nelson reported that the second Adaptive signal system in Lake County on Gilmer Road is live and that the county plans to invest in more communications equipment. Mr. Zulkowski told the group that Kane County installed flashing yellow arrows at two more signalized intersections, which was funded through the Highway Safety Program (HSP).

10.0 Other Business

Regional construction coordination meeting scheduled for February 3, 2016.

11.0 Next Meeting

The next meeting is scheduled for January 21st, 2016.

12.0 Adjournment

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

Respectfully submitted

Todd Schmidt

Todd Schmidt, Committee Liaison