



## MEMORANDUM

**To:** Regional Transportation Operations Coalition  
**From:** Claire Bozic  
**Date:** May 19, 2016  
**Re:** Draft Recommendations from Highway Management and Operations Strategy Paper

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### Background

The next regional comprehensive plan ON TO 2050 will include more explicit discussion of operations strategies. The highway management and operations strategy paper provides background on the region's operations activities and issues faced by system operators. The paper also includes recommendations that staff believes are useful for promoting improved operations in the region. The recommendations arose both through discussions about the issues with operators and ideas uncovered during staff's research. The recommendations have been extracted from the full document and presented here to facilitate an RTOC discussion.

### Incident Management

- Expressway incident detection is automated.
- CCTV units monitor critical arterial locations.
- PSAP data exchange with traffic management centers is a standard feature.
- Traffic management centers are integrated and arterial traveler information is available region wide.
- Emergency lane patrols are expanded to include the entire expressway system and operate 24/7.
- Local governments require incident management training for law enforcement and fire/rescue organizations.
- Local system operators are authorized to remove disabled vehicles on or near travel lanes and protected from liability for damage under Illinois law.
- Informational materials about quick clearance laws and procedures are distributed to local incident responders including departments of transportation.
- The region, working with system operators and municipal, county, and state police, establishes a goal to reduce the amount of time roads are closed due to crash investigations and develops a plan for achieving the goal.

- A region wide communication system is developed that supports field equipment, including vehicle to infrastructure technologies.

#### Weather

- An analysis of road performance under severe weather conditions is undertaken to highlight critical locations for management and operations changes.
- A pavement flooding reporting system is developed to support planning for flood events and anticipating impacts.
- Real time road weather information is available to the traveling public for all facilities.

#### Construction

- Utility coordination is improved to reduce construction delays.
- A regional database of detailed utility location information is developed to support project planning and construction.

#### Signals

- Agencies establish standards for signal timing field review and timing practices, and commit the resources needed to achieve them.
- Agencies evaluate the age and status of signal hardware and software in context of the local operating environment and prioritize locations for modernization and coordination.
- Opportunities for shared resources that promote coordination and reduce are identified, for example sharing communications infrastructure and sharing signal management hardware and software.
- Agencies undertake a traffic signal audit and use the information to develop an action plan for improved traffic signal practices.

#### Special Events

- Local governments and events sponsors systematically report special event information to the system operators and real time traveler information distributors.

#### Communications

- The region develops a Communications System Master Plan.

#### Power

- Agencies to identify and prioritize locations where power is an issue and install uninterruptable power supply (UPS) and power conditioning systems, including ensuring backup generators at critical locations.
- The region develops a resilient highway management system by ensuring a continuous and quality electricity supply.

#### Traffic Management Centers

- Every agency has the ability to actively manage their system.

- The region studies of the costs and benefits of implementing a regional, multi-jurisdictional traffic management center, either virtual or traditional to supplement current centers and/or provide capabilities to agencies which don't have a center.

### Implementation

- Expressways are actively managed.
- Arterials are actively managed.
- Integrated corridor management is implemented at locations where a number of facilities (highway or transit) operate in connection with each other.

### Planning for Operations

- The planning process for highway operations is performance based and integrated into the regional transportation planning process.