



# Chicago Metropolitan Agency for Planning

Agenda Item No. 2.0

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## Regional Transportation Operations Coalition / Advanced Technology

### Task Force

DRAFT Minutes

March 31, 2016

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

**Present:** RTOC Chair – Claire Bozic – CMAP, Chuck Sikaras – IDOT ITS Program Office, Christina Kupkowski – Will County DOT, Mike Tuman – DuPage County DOT, Stephen Zulkowski – Kane DOT, Rich Jezierny – Cook County DOTH, Dean Mentjes – FHWA, Justin Potts – IDOT, Andy Hynes – City of Naperville, Jeff Galas – IDOT, Yadollah Montazery – CDOT, Daryle Drew – IDOT, Taqhi Mohammed – Pace, Gary Lambrecht – UIC, Noel Basquin – Cook County DOTH, Randall Laninga – IDOT, Luis Galimberti Cook County, Karen George – TranSmart, Matt Letourneau – AECOM, Jeff Hochmuth – CDM Smith, John Benda – HNTB, Adam Kucharski – WSP/Parsons Brinkerhoff, Chad Hammerl – Jacobs, Josh Zvolanek - Jacobs

**Phone:** Abraham Emmanuel – CDOT, Dave Tomzik – Pace, Adam Danczyk – Jacobs, Scott Lee - Parsons

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

#### 1.0 Call to Order

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

#### 2.0 Approval of Minutes –

The minutes from December 17, 2015, were approved by the committee.

#### 3.0 Agenda Changes and Announcements

The vehicle removal authority presentation is moved to the next RTOC/ATTF meeting due to a scheduling conflict. In its place, the group will discuss a recently released notice of funding opportunity.

#### 4.0 Advanced Transportation and Congestion Management Technologies Deployment Initiative

Ms. Bozic shared a summary, provided by Mr. Sikaras, regarding the USDOT Notice of Funding Opportunity for the USDOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative. Under this program, \$60 million in federal funding is available annually for fiscal years 2016-2020 to develop model deployment sites for large scale installation and operation of advanced

transportation technologies to improve safety, efficiency, and system performance. Each fiscal year of the program, five to ten projects will be awarded with the federal share not to exceed 50% of the project cost. USDOT will review all eligible applications with a separate panel of experts conducting a risk assessment of applicants prior to awarding a project. The risk assessment is intended to ensure that agencies have the ability to successfully complete the project. More information can be found on the RTOC website.

Mr. Sikaras voiced concerns that the current Illinois budget stalemate is a major impediment to from IDOT or CMAP's ability to submit an application due to the risk assessment. He believes that the state will be in a better position for the next fiscal year call for projects, but would like to see a local agency submit an application with RTOC playing a supporting role. Mr. Mentjes encouraged all eligible agencies to submit an application.

Mr. Tuman suggested that the Cook-DuPage Corridor would be a good application candidate that the RTOC would support. Mr. Emmanuel told the group that CDOT is interested in submitting a project. Mr. Elam said that CMAP is very interested in this program and is more than willing to pull together multiple partners to put together an application that the region can fully support. Mr. Tuman suggested waiting to see if the Cook-DuPage Corridor group intends to submit an application.

Mr. Sikaras said that CMAP and RTOC would provide a letter of support for projects that are submitted to this program. He also said that CMAP could play a role in contacting RTOC member agencies to also sign and/or submit letters of support. Mr. Sikaras reiterated that if IDOT is in a better position next year IDOT and CMAP will most likely submit an application.

## **5.0 ON TO 2050**

Ms. Schuh presented an overview of ON TO 2050, the new comprehensive regional plan process. ON TO 2050 will build on GO TO 2040 and explore new policy areas that support CMAP's land use and transportation responsibilities. The plan will employ a place-based approach that provides more guidance for implementers and will further refine existing policies in GO TO 2040. Development for ON TO 2050 is currently underway and will continue until the plan is adopted in October 2018.

Currently staff is working on a series of strategy papers and snapshot reports. The strategy papers refine existing policies or define new policy areas such as the highway operations strategy paper that RTOC will have a major role in developing. The snapshot reports are graphical reports that depict existing conditions and provide trend analysis for the topic. RTOC will be asked for input on the transportation network and trends snapshot report. Stakeholder engagement will continue throughout the development of ON TO 2050 through CMAP committees and partners, resource groups, and the public.

## **6.0 911 Consolidation**

Ms. Bozic reviewed the changes to the statewide 9-1-1 system from Public Act 099-0006. The legislation moves the Office of Statewide 9-1-1 Administrator from the Interstate Commerce Commission to the Illinois State Police, requires development of a statewide standard 9-1-1 system, and consolidation of 9-1-1 centers. A Statewide 9-1-1 Advisory Board within the State Police was created with no representation from a transportation agency.

In the past, RTOC members agreed that PSAP integration should be one of the main items RTOC should focus its efforts toward achieving. Ms. Bozic asked RTOC for suggestions on how CMAP could help highlight the DOT perspective to the advisory board and possibly give a presentation about the importance of PSAP integration with the transportation community at one of the 9-1-1 advisory board meetings.

Mr. Galas suggested contacting INENA (Illinois National Emergency Number Association) to see if they could provide a point of contact through their transportation task force. Mr. Sikaras mentioned that there is a representative on the advisory board from INENA and confirmed that the DOT is not represented. Mr. Tuman said he could work with his county contacts to see how to get on the agenda at one of the advisory board meetings.

## **7.0 Management and Operations Strategy Paper**

Ms. Bozic reviewed the format of the draft M&O strategy paper posted on the RTOC website and would like RTOC participants to review the subject areas and note anything that has been missed and should be included in the paper. She would also like the members to pay special attention to the green boxes that are found at the end of each section in the paper, these are the recommendations that the policies in the next long range plan will be based upon. The draft paper is posted in both a pdf and word format so that folks can provide comments directly to the working document and send the comments back to CMAP staff.

Ms. Bozic asked the group if coordination with utilities is a topic that should be included in the M&O paper and what should the section recommend in terms of policies that should be included in ON TO 2050. The reason Ms. Bozic was posing this question to the group is because at the Cost Efficiencies in Project Delivery planning forum, CMAP staff heard many implementers mention that coordination with utilities was a stalling point for many projects. Many projects would be delayed and cost increases would result from the lack of coordination with the utility companies.

Ms. Kupkowski said that utility companies will not start work on a project until they receive construction plans that are marked final. This causes a major headache when many plans are still draft all the way up until the day construction starts. Mr. Basquin said there was a state statute regarding this topic and Mr. Jezierny confirmed there is but

it lacked any teeth to be really effective. Mr. Benda suggested talking to the Tollway because they go into a formal agreement with the utilities and start communicating with them early in the process to try to get ahead of any issues.

Next, Ms. Bozic asked if the delay usually occurred at the beginning of the project or for the entire project. Mr. Hynes said it really depends on the project and that it is required to keep services provided throughout the project. Mr. Tomzik said delays can occur from design all the way through the construction of the project.

Ms. Bozic asked the group if the strategy paper should include a section on power because it is imperative to have it available for many of the technologies used in operating and managing a transportation system or is this beyond the scope of the paper. Mr. Benda said that the Tollway had an emphasis on power and that smart corridors require reliable uninterrupted power. Mr. Hochmuth added that along with power, communications is also needed in many circumstances. Mr. Jezierny said that if power is not where it is needed, it can be a huge burden for the agency to have to run it to the project location.

Staff is also working on an evaluation method to identify the best locations on the NHS to implement operations strategies. The method is modelled after the one used to identify corridors for the Cook-DuPage study. The measures used to identify and score corridors include:

- Average daily traffic
- Average truck daily traffic
- Travel time index
- Planning time index
- Condition rating score (CRS) – underlying pavement condition
- Crash rate
- Signal interconnect presence
- Planned TSP route
- Serves expressway interchange

The interstate system did not have scores for many of the measures identified above and were not included in the priority corridor scoring. The results of the scoring identify corridors in the city and inner ring suburbs as the highest priority corridors to implement operations strategies.

Mr. Hochmuth suggested creating a separate ranking for the interstate system. Mr. Tuman recommended dropping the pavement condition score from the analysis because pavement condition is more related to asset management instead of operations. Ms. Bozic agrees and will drop the condition score and also score the expressways and arterials separately.

## 8.0 **Truck Bottleneck Identification**

Mr. Schmidt shared draft results of a truck bottleneck study staff has been working on as part of the Freight System Trends snapshot report. The goal of the project is to identify locations where truck traffic experiences recurring slow speeds due to an operational or network deficiency and to spot possible causes and solutions for the recurring slow speeds. The study will focus on the top 50 locations in the region.

The dataset used to identify truck bottlenecks was the National Performance Measurement Research Data Set (NPMRDS) which is provided free of charge by FHWA and covers the National Highway System (NHS). The NPMRDS provides link level travel time for passenger vehicles, trucks, and all vehicles every five minutes. So far, the results of the study appear to be valid with heavy truck congestion present in areas with intermodal yards and industrial land uses such as the southwest side of the City of Chicago, around the O'Hare Airport area, and in Will County.

## 9.0 **Flashing Yellow Arrow**

Mr. Laninga, Operations Traffic Engineer from IDOT District 4, presented the results from the District 4 flashing yellow arrow project in Peoria, Illinois. Safety issues with left turns prompted various state transportation agencies to look for a better method to inform drivers when it is safe to turn left at an intersection. FHWA informed the states experimenting with different left turn signals that a uniform method needs to be developed so drivers are not confused when trying to make left turns. NCHRP 493 found that signals with exclusive heads offered higher safety ratings and the flashing yellow arrow was more intuitive than the green ball.

FHWA issued an interim approval for the optional use of flashing yellow arrows for permissive left turns in 2006 and became optional in the 2009 MUTCD. The MUTCD requires "If a separate left-turn signal face is mounted overhead at the intersection, it is positioned over the extension of the left turn lane. In a separate left-turn signal face, a flashing left-turn yellow arrow signal indication or a flashing left-turn red arrow signal indication is used to control permissive left-turning movements."

The project started out as two major safety projects that installed flashing yellow arrows on all State routes in the Peoria, Illinois area. The project extended to Galesburg, Aledo, and Macomb. IDOT District 4 currently has around 150 intersections with flashing yellow arrows. The District conducted outreach to inform residents about the new flashing yellow arrows and how they should react when entering an intersection with one. The change to flashing yellow arrows involved installing new signal heads, additional cable, rewiring signal cabinets, and reprogramming controllers.

The study results from the project are very promising. An analysis of 92 flashing yellow arrow approaches with supplemental signage revealed that there was a 30.9% reduction in left turn related crashes and a 28.9% reduction in left-turn opposing through (LTOT)

crashes. A significant decrease in crashes involving younger drivers was also achieved at intersections where yellow flashing arrows were installed. The benefit cost ratio for installing flashing yellow arrows was 19.8. IDOT District 4 would like to get the entire State interested in installing flashing yellow signals at all intersections.

Mr. Montazery asked was the project successful because all intersections were updated at the same time instead of sporadic locations. Mr. Laninga responded that city streets did not receive the treatments and other areas have had success at installing them at the corridor level. Mr. Mentjes added that Springfield started to install flashing yellow arrows after seeing the crash and operations benefits realized in District 4. Mr. Zulkowski commented that Kane County is still collecting data on the flashing yellow arrows installed at a few signals in Kane County and has generally received positive comments about them.

**10.0 Other Business**

ITS Midwest is scheduled for September 22 – 23, 2016 in Louisville Kentucky.

**11.0 Next Meeting**

The next meeting is scheduled for May 26<sup>th</sup>, 2016.

**12.0 Adjournment**

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

Respectfully submitted

*Todd Schmidt*

Todd Schmidt, Committee Liaison