



# Chicago Metropolitan Agency for Planning

Agenda Item No. 2.0

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## Regional Transportation Operations Coalition / Advanced Technology

### Task Force

DRAFT Minutes

May 26, 2016

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

**Present:** RTOC Chair – Claire Bozic – CMAP, ATTF Chair – Jon Nelson – Lake County DOT, Christina Kupkowski – Will County DOT, Mike Tuman – DuPage County DOT, Kevin Price – IDOT, Rich Jezierny – Cook County DOTH, Dean Mentjes – FHWA, Mark Pitstick – RTA, Jim McKay – IDOT, Steve Travia – IDOT, Luis Galimberti Cook County, Jim Powell – CDM Smith, John Benda – HNTB, Adam Kucharski – WSP/Parsons Brinkerhoff, Tom Szabo – Christopher B. Burke, Mitch Bright – Traffic Control Corp, Mike Klemens – WCGL, Austin Provost – Tran Smart, Craig Anderson, Heng Hu – Live Traffic Data LLC, Joe Spedale – Traffic Control Corp,

**Phone:** Chuck Sikaras – IDOT ITS Program Office, John Dillenburg - UIC

**Staff Present:** Jesse Elam, Doug Ferguson, Tom Murtha, Todd Schmidt

#### 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 March 26, 2016, were approved by the committee.

#### 3.0 Agenda Changes and Announcements

Mr. Murtha informed the group about CMAP's proposed identification of Critical Urban Freight Corridors (CUFC) in the region. A map of the proposed CUFCs will be posted on the CMAP website.

#### 4.0 Agency Updates

Mr. Tuman informed the group that DuPage DOT is moving forward with the central signal system. Mr. Jezierny said that Cook County DOTH is going through a process to evaluate and rank its own traffic signals. Mr. Nelson shared that Lake County is happy with the results from a continuous counter they installed last fall and plan to install more throughout the county this summer. Lake County DOT also plans to expand its CCTV and fiber coverage in the county. Mr. Pitstick shared with the group that CTA and CDOT installed TSP equipment along South Ashland Ave. and is currently testing the software. Pace is working on a proof of concept for an advanced traffic controller along Milwaukee

Ave. Dr. Dillenburg reported that an arterial construction tracking program has been implemented for IDOT. It automatically sends electronic files containing construction data that has been entered by IDOT engineers to the Gateway Traveler Information System for display on the TravelMidwest website. Mr. Benda reported that the Active Traffic Management System along I-90 will be operational by next year. Also, sections of IL-390 are opening this summer with all electronic tolling. The remaining sections of IL-390 will open between late 2017 to early 2018.

## **5.0 Vehicle Removal Authority**

Mr. Travia shared with RTOC that there are statutes allowing highway operators to move disabled vehicles from the roadway, but there isn't any protection from being sued for damages to vehicles. IDOT is sued fairly regularly.

625 ILCS 5/11-404 (C) authorizes a highway authority to relocate a vehicle.

625 ILCS 5/11-402 allows a motorist to move his vehicle to a safe location away from a traffic incident

625 ILCS 5/11-907 Scotts Law –Move over law

625 ILCS 5/11-213 Schib's Law allows fire departments the authority to control traffic in absence of law enforcement and the highway authority

625 ILCS 5/4-212.1 allows Chicago to designate any municipal agency to relocate a vehicle

625 ILCS 5/1-105 authorizes IDOT ETP as an Emergency responder

Mr. McKay, Engineering Technician at IDOT Emergency Traffic Patrol (ETP), gave a presentation on the ETP program at IDOT District 1. The ETP respond 24 hours a day to any disruptive incident that occurs on the expressways patrolled. ETP patrols 1,037 lane miles on seven major expressways in the region and assists over 110K motorists annually. Major events caused by commercial vehicle accidents not only cause congestion, but also create a significant safety hazard to first responders and motorists.

ETP professionals are trained to use safe, quick-clearance procedures to relocate or remove vehicles related to an incident to an accident investigation site (AIS) or off the facility where a private tow company can do their job. Additionally, ETP staff is trained to clear the scene of debris and/or materials, depending on how hazardous the material is. The Illinois State Police (ISP) will call a private tow company when necessary. If the disabled or wrecked commercial vehicle is blocking a lane of traffic, ETP will move it to the nearest AIS for the tow company to tow it from there. ISP has a list of pre-certified tow companies to dispatch based on the location of the incident. Tow operators are required to take a TIM course to be certified.

## **6.0 Live Traffic Data**

Mr. Anderson and Mr. Hu, with LIVE TRAFFIC DATA LLC., presented on a non-intrusive technology developed to collect data at signalized intersections. LIVE TRAFFIC DATA (LTD) technology has the ability to connect to all signalized intersections without interfering with traffic signal operations and has the ability generate performance measures based on data collected from the signals.

The data collection unit (DCU) hardware is a “plug and play” device that works with all traffic controller cabinets in the U.S. and Canada. It works with existing detector layouts and all vehicle detection types. The DCU sends the data collected from the signals to a local LTD server which then forwards the data to an offsite LTD database server and calculates real-time performance measures for the signal. Online and offline analysis tools are available. The online tool is used for real-time operations and the offline tool is used for planning and updating signal optimization. The information and measures included in the analysis tools are customizable.

Mr. Murtha asked if any validation studies have been completed for this particular product. Mr. Hu responded that a handful of independent studies have validated the platform against real-time probe data. Mr. Szabo asked if they have seen any issues with installing the technology on older controllers. Mr. Hu said they had to create a custom DCU for older technologies.

## **7.0 CMAQ Program Development**

Mr. Ferguson reviewed the proposed changes to evaluation methods for the highway improvement projects in the FFY 2018-22 CMAQ call for projects. Currently, proposed projects are scored first on the cost-effectiveness of air emissions reductions for the project, then secondarily on a set of transportation impact criteria and regional priority criteria drawn from GO TO 2040. The current set of transportation criteria includes travel time reliability, safety, and if the project is on the Congestion Management Process (CMP) network, is weighted at 15, 5, and 10 for a total of 30 points, respectively. In past cycles, staff noted whether bus service existed on the proposed project as additional input to guide staff recommendations. Because of this, staff proposes to make the potential to improve bus service a formal part of the transportation criteria considered. The 10 points awarded if a project is on the CMP network will be reduced to 5 and projects that benefit an existing bus service could earn 5 points. This will hold the total points possible for highway project planning priority criteria to 30.

Mr. Nelson asked how this will be defined. Mr. Ferguson responded that if a bus route runs on any section of the proposed highway improvement project, it will be considered to have bus service. Mr. Tuman asked if there was a threshold for how many bus stops are located on the proposed highway improvement project and Mr. Ferguson responded no. Mr. Tuman asked if staff did any analysis to figure out how much of the CMP network has bus service. Mr. Ferguson said he did a rough estimate and found that most of the CMP network has bus service.

The proposed scoring method will be presented for review at the September 1, 2016, Project Selection Committee (PSC) meeting.

## **8.0 Management and Operations Strategy Paper**

Ms. Bozic shared the results of a scoring method to identify the best locations on the NHS to implement operations strategies. The results took into account the feedback RTOC

provided at the previous meeting. Highway and arterials were scored separately and were grouped into 5 categories with a score of 1 being the highest priority and 5 being the lowest priority. The scoring method has the potential to be used in future programming activities, but for now it will be part of the Management and Operations strategy paper.

Additionally, Ms. Bozic shared the results of an analysis that looked at the available right of way along the NHS in the region. The analysis was based on overlaying the CMAP modeling highway network with a parcel based land use inventory that includes roadway right of way parcels in GIS. The results supported the assumption that additional right of way is rarely available for congested parts of the system. Ms. Kupkowski asked if the analysis only included right-of-way currently owned and Ms. Bozic responded yes.

Ms. Bozic reviewed the timeline for the highway management and operations strategy paper and requested RTOC members to review and provide comments on the draft paper available on the RTOC website. In addition, a summary of the recommendations included in the paper is available on the RTOC website. Mr. Benda commented that the document should have a section on connected vehicles and Ms. Bozic responded connected technologies were addressed in the strategy paper. Ms. Bozic requested to have all comments to her by the end of June because the paper will be completed by the end of the summer.

#### **9.0 Other Business**

Mr. Tuman contacted a DuPage County member of the Statewide 9-1-1 Advisory Board regarding integrating PSAPs and TMCs. They were interested in the concept, but unfortunately didn't think there was enough time for staff to meet with them before the ruling would be final. Mr. Tuman said the member would talk to the chairman of the Board about how transportation agency interests in the 911 system could be considered by the group.

Mr. Sikaras asked if any agency in the region submitted an application for the Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD). Ms. Bozic did not know whether the expected applications from Pace and CDOT had actually been submitted. Mr. Tuman informed the group that Cook-DuPage Corridor did not submit an application.

#### **10.0 Next Meeting**

The next meeting is scheduled for August 18<sup>th</sup>, 2016.

#### **11.0 Adjournment**

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

Respectfully submitted

*Todd Schmidt*

Todd Schmidt, Committee Liaison