



## Regional Transportation Operations Coalition / Advanced Technology

### Task Force

#### Annotated Agenda

Thursday, August 18, 2016

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

**Members Present:** Jon Nelson – Lake County DOT, RTOC Chair, Chuck Sikaras – IDOT ITS Program Office, Mike Tuman – DuPage DOT, Tom Szabo – Christopher Burke Engineering, Mitch Bright – Traffic Control Corp, Kevin Price – IDOT Operations, Peter Rafferty-UW-Madison, Luis Galimberti – Cook County DOTH, Pui Szeto – Cook County DOTH, Christina Kupkowski – Will County DOT, Jim Powell – CDM Smith, Matt Letourneau – AECOM, Austin Provost – TranSmart, Gary Rylander – TranSmart, Taqhi Mohammed – Pace, Mark Pitstick – Regional Transportation Authority, Abraham Emmanuel – Chicago DOT, Michael Kowalczyk – FHWA, Brian Plum – Traffic Control Corp, Joseph Brahm – Parsons

**Phone:** John Dillenburg – UIC, Adam Francour – UW Madison, Jesse Carrol WSP-PB

**Staff Present:** Claire Bozic, Todd Schmidt, Parry Frank, Jesse Elam

#### 1.0 Call to Order

The meeting was called to order at 9:30 am.

#### 2.0 Approval of Minutes – March 31, 2016

The minutes were approved

#### 3.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

#### 4.0 Agency Updates

Mr. Sikaras (IDOT) announced that after a pause in the contract caused by state budget issues, the update to the statewide ITS Architecture is once again underway. There will be a meeting in Springfield September 14<sup>th</sup> in the Hanley building. The annual meeting of ITS Midwest will be held September 22 and 23 in Louisville KY. There will also be two connected vehicle conferences, one sponsored by Indiana held on October 12 at the Indiana State Museum, and the other sponsored by IDOT November 1 in the IDOT Hanley Building. The ITS Program office also recently hired two additional full-time staff members.

IDOT District 1 and District 3 have projects underway to install dynamic message boards and vehicle travel time collection monitors to provide real time traveler information at locations that are currently not monitored. Kevin Price commented that IDOT is also

procuring a fiber optic cable management software system. This was originally intended to be a District 1 effort, but has been expanded to cover the entire state. Another member asked what systems would be included. The package is envisioned to include only the state system, but a conversation regarding inclusion of other agency networks could take place later.

Mr. Emanuel (Chicago DOT) updated the group on the status of the Chicago Traffic Management Center. Phase I should go live in April 2017. An agreement with a number of taxi companies has been developed which will allow CDOT to use taxi location data as travel time probe data. This will provide speed data in addition to the bus probe information system that already exists and is provided on the CDOT and TravelMidwest websites. The Ashland TSP route and other Smart Corridor locations have had traffic signal controllers replaced at about 400 locations. Cellular communication is being used.

Mr. Nelson (Lake County DOT) told the group that the DOT is using portable cameras to monitor construction zones.

Ms. Kupkowski (Will County DOT) told the group that the fiscally constrained county transportation plan will recommend the county develop an ITS plan, which will include looking at a traffic management center (TMC). There was applause all around for this effort. Mr. Sikaras suggested taking a look at the TMC feasibility study that was completed a number of years ago, as it may contain some useful information.

Mr. Tuman (DuPage County DOT) said that the development of the initial DuPage TMC was almost completed, and has only 12 working days left on the contract. All fiber is in and the department and consultants are working to bring field devices on-line.

Mr. Zulkowski (Kane County DOT) reported that the Stearns Road ITS Corridor is progressing. All handholes and conduits are in and new poles, PTZ cameras, detectors, weather station and driver feedback signs will be substantially complete by the end of the year. They are now looking at video walls for the new arterial operations center. In a couple of months they should be installed.

Ms. Pui Szeto (Cook County DOTH) reported that Cook County now has 34 signals with communications provided through the Lake County Traffic Management Center. They are currently working with IDOT to add a number of traffic signals in the Schaumburg area to the Centrac system.

Mr. Mohammed (Pace) reported that they are currently installing the bus shelters along the transit signal priority route on Milwaukee Avenue. They are working with vendors for hardware and software for the corridor and it should be operational in mid 2017.

## **5.0 Connected Centers (Peter Rafferty and Adam Francour)**

Mr. Rafferty described current Great Lakes Regional Transportation Operations Coalition (GLRTOC) membership, which now includes 10 states, 3 toll authorities, and one the province of Ontario. Kansas, Missouri and Kentucky are the most recent members. GLRTOC had 3 strategic focus areas: 1) efficient freight operations, 2) reliable mobility and 3) traffic incident management and emergency traffic operations. He also described activities focused on work zones, traveler information, connected centers, and

performance management funded by the Multistate Corridor Operations and Management (MCOM) Program. His [presentation](#) is available on the RTOC meeting materials and minutes [webpage](#). He described in some depth the current work he and his staff have undertaken to improve communication among the highway operations centers, including developing detailed contact information and standard operations procedures for addressing incident situations. Mr. Rafferty also commented on some shortcomings of the current recommendations for performance monitoring and encouraged attendees to review the recommendations and also provide comments. A participant inquired about the plans for advertising the TravelMidwest website, because many people are unaware of it. Mr. Sikaras (IDOT) responded that the IDOT Office of Communications has become more directly involved in promoting the TravelMidwest service and will be offering suggestions. Another attendee asked if only the statewide operations centers had access to the operations centers contact information and operating procedures. Mr. Rafferty responded that the information includes detailed contact information for the operations center staff and, at this time, it is not available to the general public on the GLRTOC website.

#### **6.0 Transit Signal Priority (TSP) (Mark Pitstick)**

Mr. Pitstick (RTA) gave a [presentation](#) describing progress on the Regional Transit Signal Priority (TSP) Implementation Program. The application of technology on buses and at intersections is intended to improve bus speeds and reliability. The system will include 100 centerline miles of roadway on 13 corridors and 400 intersections. As part of the project, old signal controllers have to be replaced at many locations, which has increased the expected project cost. Future opportunities to implement TSP are hampered by the existence of antiquated traffic controllers in many locations. In addition, communications costs have also driven the cost of implementing service much higher. A participant asked whether security considerations were being addressed in the development of communications protocols between the bus and roadside equipment. Mr. Mohammed (Pace) responded that they were working on this as part of the project.

#### **7.0 Highway Safety Strategy Paper (Todd Schmidt)**

Mr. Schmidt introduced a new strategy paper that will be developed over the next nine months. The current Federal focus on system performance includes safety performance. To support CMAP's work in developing safety goals, a Highway Safety Strategy paper will be developed. The paper will focus on the CMAP region and include information on safety trends, potential safety strategies, and develop potential safety targets. RTOC will serve as the resource group to review and comment on the products. (See [memo](#)) Mr. Tuman asked why CMAP was doing this work, since developing regional safety targets is "optional" for MPOs and they could rely on statewide targets instead. Mr. Murtha responded that attaining a statewide target may be aided by focusing attention on conditions in large urban areas and developing specific targets in those locations. This work would feed into the statewide effort, not compete with it.

#### **8.0 Critical Urban Freight Corridors (Tom Murtha)**

Mr. Murtha shared the latest map of Critical Urban Freight Corridors in the region. The FAST Act creates a National Highway Freight Network (NHFN) to focus freight investments. Large MPOs like CMAP, in consultation with state DOTs, are charged with designating “critical urban freight corridors” as part of the NHFN. CMAP is working with IDOT to finalize the proposal by providing data and information. A map of the proposed Critical Urban Freight Corridors is available on the RTOC webpage.

#### **9.0 Quarterly Expressway Congestion Report (Todd Schmidt)**

Mr. Schmidt provided a preview of the Quarterly Congestion Report (QCR) online mapping application which can be found online at <http://arcg.is/29zWS85>. The QCR reports traffic congestion trends on expressways in the Chicago region on a quarterly basis at both the regional and link level. The QCR currently tracks congested hours, travel time index (TTI), and planning time index (PTI). A graphic and map is included for each measure, along with a brief description of the measure. The maps for TTI and PTI are interactive and allow the user to swipe between the AM and PM measures. CMAP plans to expand on the indicators reported in the QCR to include metrics related to freight, incidents, and other areas.

#### **10.0 Agency Project Development for Future Funding Opportunities (Jesse Elam)**

Mr. Elam suggested that RTOC and ATTF could improve the region’s ability to compete for funding opportunities if the groups maintained a list of projects that were developed enough to apply. There was general agreement that this would be worthwhile, and that the two groups would be an appropriate place to review and support regional applications.

#### **11.0 Other Business**

#### **12.0 Next Meetings**

The next meeting is tentatively scheduled for Thursday, November 17, 2016.

#### **13.0 Adjournment**