



Regional Transportation Operations Coalition / Advanced Technology

Task Force

DRAFT Minutes

Thursday, June 22, 2017

1:00 p.m.

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

In attendance: Mike Tuman – DuPage DOT, Gary Lambrecht – UIC, Jeff Hochmuth – CDM Smith, Claire Bozic (Chair) – CMAP, Terry Heffron – IDOT ITS Program Office, Peter Stresino – IDOT ITS Program Office, Stephen Zulkowski – Kane DOT, Taqhi Mohammed – Pace, Rich Jezierny – Cook County DOTH, Tara Orbon – Cook County DOTH, Jon Nelson – Lake DOT, Christina Kupkowski – Will DOT, Grey Gedemer – EJM Engineering (Chicago DOT), Mark Pitstick – RTA, Sagar Sonar – Stanley Consultants, Adam Danczyk – Jacobs Engineering, Jessie Carroll – WSP, Tom Murtha – CMAP, David Zattero – ITS Midwest, Joseph Brahm – Parsons, Darryl Dawson – ITS Engineering, Matt Letourneau – AECOM, David Tomzyk – Pace, Jeff Galas – IDOT, Andy Hynes – City of Naperville

1.0 Call to Order

1:00 p.m.

2.0 Approval of Minutes – November 17, 2016

The minutes were approved with a correction to include RTA's project update on the regional transit signal priority activities.

3.0 Agenda Changes and Announcements

The agency updates item (4) was moved to the end of the agenda to ensure there would be enough time to cover the other topics.

4.0 Agency Updates

The Grey Gedemer (EJM Engineering, representing CDOT) reported that the new Chicago TMC was getting live feeds for traffic lights, cameras, emergency vehicle, CTA bus and Metra train vehicle locations. They are also controlling dynamic message signs and receiving road weather data. They are working on the cellular traffic signal interconnect pilot project in two corridors. The City is also replacing and upgrading traffic signal controllers in 400 locations.

Mr. Murtha (CMAP) reported that the traffic signal database has been populated with information from all the region's agencies. Interns are working on location corrections for many of the IDOT signals.

Mr. Heffron (IDOT) reported that they are still working on the update of the statewide ITS Architecture. The next step is to proceed with helping regions develop a regional architecture where they are needed but do not exist.

5.0 Regional Traffic Management Center (Mike Tuman & Jon Nelson)

There are approximately 7700 traffic signals in the region. To better manage arterial congestion, they should be connected to central signal systems and monitored from a traffic management center. With today's technology, there may be no need for multiple traffic management centers, and could be a shared resource for multiple jurisdictions. This arrangement likely presents opportunities for cost savings by reducing the space, staffing, hardware, and software costs for the region.

The group discussed data sharing opportunities presented by the consolidation of 911 call centers, pending legislation allowing [AT&T to discontinue provision of landline](#) service currently used to communicate with a large number of traffic signals, and the need for strategic investment in communications infrastructure. Pace (Mr. Mohammed) brought up the pending rulemaking requiring auto manufacturers to install DSRC radios in light vehicles, and the associated AASHTO Signal Phase and Timing (SPaT) Challenge. The challenge is to install DSRC radios transmitting signal operation information to vehicles at 20 locations in each state by 2020. Lake County is starting to work with a private vendor on SPaT data distribution. In this case, the signal data is transmitted wirelessly to the private vendor and who, in return, provides safety information to the DOT (ABS activation, windshield wiper activated, etc.) that can help the DOT detect and respond to presumed road conditions.

The traffic management centers would route much of the collected data to the Gateway Traveler Information System. Mr. Heffron (IDOT) cautioned that centers will transmit data through IDOT and Illinois Tollway fiber optic cables, and suggested undertaking a bandwidth study to make sure the cables have the capacity to accommodate the data.

The county board chairs are enthusiastic about this effort and sent a letter to the Secretary of the Illinois Department of Transportation encouraging support for the northeastern Illinois regional traffic management activities. The [presentation](#) given by Mr. Nelson and Mr. Tuman is available on the RTOC meeting materials web page.

6.0 Regional Expressway Vision (Thomas Murtha)

Mr. Murtha introduced a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois, and reviewed draft [vision goal statements](#). CH2M is the consultant and the project is expected to be complete by May 2018. The study will focus on existing roadways, not new facilities although it will likely investigate potential new access locations. It is multimodal, and will address transit and freight. The study will likely recommend more widespread use of tolling to fund the system. In addition, Go To 2040 recommends doubling transit boardings by 2040 and the regional trend is going down instead of up. The study will look

at how the expressway system can be better used to help grow transit ridership, both by improving bus service on expressways and funding additional services. It will also evaluate potential other uses for right of way such as generating power or floodwater management.

Mr. Tuman (DuPage County) brought up local concerns regarding traffic impacts of tolling on local roads due to diversion. Mr. Murtha said that issue would be addressed in the study.

Mr. Pitstick (RTA) suggested that to meet growth and demand management goals it was important that transit services provided access to desired destinations. Mr. Tomzik (Pace) discussed the importance of transit supportive adjacent land uses, and brought up an earlier BRT study completed by CMAP that discussed this issue. He suggested that the recommendations from that report could be useful in this effort. He also enquired whether there would be stakeholder interviews to support the study. Mr. Murtha said there would be. Mr. Mohammed (Pace) suggested considering the flexibility to integrate new technologies in the future, looking past fixed route service, and measuring person throughput not vehicle throughput. Ms. Kupkowski (Will County) cautioned against installing above-ground equipment in the right of way because it poses a safety hazard. Mr. Zattero said the study should consider congestion pricing, flexible transit routing, public private partners, and revenue sharing with municipalities and transit agencies.

7.0 CMAQ Program Development (Doug Ferguson)

Mr. Ferguson presented the current call for CMAQ projects, including the evaluation measures and the submittals that addressed highway operations. He asked for feedback from the group. Mr. Tuman (DuPage County) observed that there were a number of projects that were individual projects from a larger corridor improvement program and suggested that the scoring might take that situation into consideration. Mr. Heffron (IDOT) asked whether this was the first time MOVES model air quality rates were used in the evaluation. Mr. Ferguson said this was the second time it has been used. Mr. Mohammed (Pace) asked how the transit benefit score was calculated. Mr. Ferguson explained that it was a simple 5 points if the location was on a bus route, or if it served a transit station. Mr. Mohammed suggested that the measure could be more sensitive to transit characteristics such as ridership and offered to provide additional information to support calculating the measure. Mr. Nelson (Lake County) asked what “supports regional priority” meant. Mr. Ferguson said these are projects that implement major capital projects, parking pricing or transit supportive land use. None of the projects presented to RTOC fell into these categories. Mr. Nelson also observed that roundabout projects didn’t perform very well in the evaluation. Mr. Ferguson agreed that was true, and said that the Synchro software used to calculate the before and after speed for the evaluation depends on the intersection volume. The group then discussed the safety benefits of roundabouts, and Mr. Ferguson reminded them that CMAQ is a congestion and air quality program, not a safety program.

8.0 Highway Safety Strategy Paper (Parry Frank)

Mr. Frank is developing a safety strategy paper to inform ON TO 2050. CMAP is the Metropolitan Planning Organization (MPO) for northeastern Illinois and is required to establish safety goals for the region. The goals can either be taken from the IDOT goals or we can establish our own. CMAP is developing our own regional safety goals. Mr. Frank explained that most crashes were caused by human behavior and not road conditions or vehicle failures. The big philosophical question for this safety paper is to what extremes are we willing to go to control human misbehavior?

9.0 Other Business

CMAP's ON TO 2050 [Highway Operations strategy paper](#)

ITS Midwest is meeting in Columbus Ohio on September 28 and 29. They are putting together a program right now, so people interested in giving presentations are encouraged to submit a short topic description to ITS Midwest for consideration.

10.0 Next Meetings

The next meeting is tentatively scheduled for Thursday, September 7, 2017 at 9:30 a.m.

11.0 Adjournment