Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Advanced Technology Task Force / Regional Transportation Operations Coalition

DRAFT Minutes
Thursday, October 3, 2019
9:30 a.m.
DuPage County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

In Attendance: Claire Bozic – CMAP, Kevin Price – IDOT, Jon Nelson – Lake County DOT, Dean Mentjes – FHWA, Pete Stresino – IDOT, Dan Fuchs – Iteris, Joel Wright – MoboTrex, Paul Leddy – MoboTrex, Stephen Zulkowski – Kane County DOT, Duana Love – TranSmart/EJM, Sagar Sonar – Kimley-Horn, Mike Ruelle – Kimley-Horn, Mark Pitstick – RTA, Rich Jezierny – Cook County DOTH, Charlie McCarthy – TranSmart, Chad Hammerl – Jacobs, Stacey Lindeman – Jacobs, Bill Eidson – Dupage County DOT, Jesse Carroll – CDM Smith, Brian Plum – Traffic Control Corporation, Joseph Brahm – Parsons, Brian Roberts – Cook County DOTH, Matt Letourneau – AECOM, Thomas Szabo – CBBEL, Darryl Dawson – ITS Engineering

Staff Present: Tom Murtha, Todd Schmidt, Parry Frank, Aidan Dixon

1.0 Call to Order
The chair called the meeting to order at 9:30 a.m.

2.0 Approval of Minutes
The minutes from June will be approved at the next RTOC meeting.

3.0 Agenda Changes and Announcements
Claire Bozic informed the committee that Todd Schmidt will be leaving and handing off RTOC staff liaison duties to Aidan Dixon.

4.0 Regional ITS Architecture Update (Charlie McCarthy)
Mr. McCarthy, Traffic and ITS Engineer at TranSmart, presented and provided information on the quarterly Regional ITS architecture update. The project will convert the current regional architecture from Turbo to RAD-IT, the new software application that supports the development of the regional ITS architecture. In order to update the information included in the regional ITS architecture, meetings with stakeholders were held over the previous few months and are have been completed. A communications white paper is currently being drafted. Interview themes centered around TSMO/data-driven operations, event and incident data, integration of signal operations, private sector data adding to regional capabilities. CAVs are understood to be on the horizon, but planning efforts remain high-level. The "backbone" to account for CAVs is present in

ARC-IT. Mr. McCarthy went on to showcase some interface options in RAD-IT, including a "Planning" tab that ties together strategies and objectives to service package deployment. Linkage with the CMAP mobility implementation matrix was also showcased. Mr. McCarthy then discussed next steps, including further updates to RAD-IT, complete communications white paper, and updates to the architecture maintenance plan.

5.0 CMAP Traffic signal study (Claire Bozic)

Ms. Bozic provided a background and details on the study, discussing how ON TO 2050 recommends updating traffic signals and its inclusion into the FY2020 Work Plan. The project's goals are to develop a shared understanding of and vision for the regional traffic signal system, and to create a targeted investment plan for future work. She went on to discuss the project's timeline and feedback on the existing conditions report, along with discussion related to traffic signal maintenance and asset management. A question was asked about potential new funding sources for traffic signal improvement, to which the reply was that it is difficult for traffic signals to compete with other infrastructure needs and that it is currently not known yet. This will be in the project plan for next year. Other questions were asked related to if other physical elements other than controllers were being looked at, along with a discussion on the need for better definitions for things such as actuated and semi-actuated.

The committee then moved into a discussion and activity on a traffic signal system vision and ideal conditions. Participants were asked to ideate their ideal traffic signal system, and what components and abilities this system would have. Many ideas were discussed by the committee, including interconnected signals and communications between agencies, system redundancy, TSP capability at all intersections, better use of collected data, centralized EVP, fully adaptive ATSPM capability, better detection, centralized infrastructure and asset condition inventories, support for CAV technology, security frameworks, pan/tilt/zoom functionality, and more. These options were written down and posted on the walls, and the committee and audience was asked to choose their top five ideal conditions from among them using colored dots.

6.0 2020 Regional Safety Targets (Todd Schmidt)

Mr. Schmidt reviewed the origins, history, and purpose of the study, discussing how these process was established in MAP-21 and requirements for integration with the TIP and LRP. This is the third year, with the past two years CMAP has decided to support and follow safety targets developed by IDOT. Mr. Schmidt then talked about data trends, showing the committee how 2020 state fatality totals have been increasing. Mr. Schmidt informed the committee that CMAP has decided to align themselves with and follow IDOT's new statewide targets. He went on to discuss FHWA's evaluation of IDOT's performance in this area and CMAP's role in safety, outlining CMAP's programming decisions, data delivery, safety meetings, and local assistance provided by CMAP in pursuit of meeting these statewide targets. Mr. Schmidt discussed HSIP funding and project selection applications, to which Ms. Bozic suggested potential LTA assistance with HSIP project applications. Challenges related to coordinating HSIP local and state projects across municipalities and the state were discussed, and Mr. Zulkowski talked about the

roles of infrastructure (engineers) and behavior (CMAP) in advancing increased safety. The idea of an HSIP workshop for a more local application focus was discussed.

7.0 Agency Updates

Ms. Bozic requested that agency updates be postponed until the next committee meeting because of time constraints. Mr. Schmidt mentioned that the pavement dataset is ready for distribution, and that interested parties should email him or Doug Ferguson for more information.

8.0 Agency Updates

The next meeting, previously scheduled for Thursday December 9, 2019, is rescheduled for Tuesday January 7 at 9:30 am.