



Illinois Statewide



Intelligent Transportation
Systems (ITS) Strategic Plan

APPENDIX E
Top Priority ITS Needs Identified by
Region

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Appendix E - Top Priority Regional Needs Identified by IDOT Region

| IDOT Region 1 – Chicagoland | |
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| Top Priority Regional Needs | |
| Enhanced data collection and monitoring capabilities for traffic management agencies | |
| Improved Safety through the use of ITS | |
| Regional Needs Discussed at Statewide ITS Architecture Workshops | |
| Traffic safety (save lives) | Shift from DMS to in-vehicle (anticipate transition/horizon) |
| Congestion (save time) | Incident information (not just detection, but also clearance) |
| Economic impacts (save money) | Robust & diverse communications infrastructure |
| Real-time data requirements | Integrated fare systems |
| Performance measures reporting requirements | Railroad grade crossing, transit, pedestrian safety |
| Data access for unconnected agencies | “Connected pedestrians” for improved safety |
| Prepare for connected and autonomous vehicles | Funding –FAST ACT funding opportunities, build team to pursue |
| Public-private partnerships (alternate funding) | Truck delivery management in the downtown (pricing) |
| Sorting through data from different sources, public & private | Rail crossing condition reporting/alert/coordination system (including predictive) |
| Need to obtain private data (pool resources across agencies) | ITS security – data, infrastructure, control |
| Need info (e.g., on DMS) to be real-time | |

| IDOT Region 2 – Rock River Valley | |
|--|--------------|
| Top Priority Regional Needs | |
| Enhanced interagency coordination and data sharing | |
| Additional funding for ITS deployment, operations, and maintenance | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Better data sharing (e.g., across state lines) | 11 |
| Statewide funding for regional projects / operations | 9 |
| Real-time transit information | 6 |
| Maintenance of existing ITS equipment | 6 |
| Centralized operations for 24/7 traffic management | 6 |
| Communications infrastructure upgrades / expansion | 6 |
| Getting systems to talk to each other (integration) | 6 |
| Better weather / road condition data | 5 |
| Mitigate non-recurring congestion (seasonal/special events) | 4 |
| Improved / easier coordination between transit agencies | 4 |
| Standardization and procurement | 4 |
| More specific traveler information | 1 |

Appendix E - Top Priority Regional Needs Identified by IDOT Region

| IDOT Region 3 - Commerce Corridors | |
|--|--------------|
| Top Priority Regional Needs | |
| Expanded communications infrastructure network | |
| Improved and expanded traveler information | |
| Additional funding for ITS deployment, operations, and maintenance | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Communications and power backbone | 8 |
| Timely road condition collection (construction, weather, etc.) | 8 |
| Identifying funding sources | 7 |
| Managing incident impacts (SWZ, queue detection / warning) | 7 |
| ATMS / traffic signal coordination | 6 |
| Special event coordination | 2 |
| Traveler information dissemination | 2 |
| Predictive traffic modeling | 2 |
| Emergency vehicle routing | 1 |

| IDOT Region 4 – Great Rivers Country | |
|--|--------------|
| Top Priority Regional Needs | |
| Enhanced data collection and monitoring capabilities for traffic management agencies | |
| Enhanced interagency coordination and data sharing | |
| Increased capacity of the transportation system | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Expand real-time emergency information dissemination | 12 |
| Additional connections between IDOT and other agencies, e.g., use excess fiber to connect agencies | 10 |
| Further improve incident management | 9 |
| Exchanging information with private sources, e.g., Google | 8 |
| More accurate travel information | 7 |
| Statewide transit routing information source | 7 |
| Capacity issues, e.g., 2-lane Highway 24 in Fulton County | 6 |
| Better weather/road condition information | 4 |
| Monitoring data in rural locations | 1 |
| Railroad crossing blockage information | 1 |
| Freight content information (rail, to match highway) | 1 |

Appendix E - Top Priority Regional Needs Identified by IDOT Region

| IDOT Region 5 – University Trail | |
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| Top Priority Regional Needs | |
| Enhanced interagency coordination and data sharing | |
| Additional funding for ITS deployment, operations, and maintenance | |
| Enhanced incident management programs | |
| Advanced traffic signal systems | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Connections between county/state/city | 16 |
| Access to advanced traffic signal systems – staff and resources | 13 |
| CAD integration and data sharing (police and traffic) | 10 |
| Construction work zone information | 9 |
| Rural transit operations ITS capabilities | 9 |
| IDOT ITS Program office – what support needed over 5-10 years? | 9 |
| ICN (Illinois Century Network) & UC2B fiber sharing/access | 6 |
| Statewide roadway jurisdictional maps | 6 |
| Robust partnership with private sector (PPP) | 5 |
| Outreach to public via many methods –web, news, radio, DMS | 5 |
| Updating legacy systems | 3 |
| Station 1 and TMCs network | 2 |

| IDOT Region 6 – Capital West | |
|--|--------------|
| Top Priority Regional Needs | |
| Expanded communications infrastructure network | |
| Interagency coordination | |
| Funding | |
| Data collection | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Interagency data connections (info sharing, regional / statewide) | 14 |
| Complete communications network | 12 |
| Explore additional funding sources (all modes) | 10 |
| Eliminate duplications (coordinate overlapping projects) | 10 |
| Additional monitoring capabilities | 7 |
| Connected vehicle preparations | 7 |
| Improve signal timing on alternate routes (e.g., for traffic surges) | 6 |
| Timely traveler info (social media, all modes, public and private) | 6 |
| Promotion of fixed-route and demand-responsive transit (including TSP schedule protection) | 4 |
| Combined transit dispatch centers | 2 |
| Be industry-leader in CVO deployments | 1 |

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| IDOT Region 7 – Little Wabash | |
|--|--------------|
| Top Priority Regional Needs | |
| Improved and expanded traveler information | |
| Enhanced interagency coordination and data sharing | |
| Incident response | |
| Safe driving training | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| City/county/fire/911 | 11 |
| Improved access/communications between state/local emergency radio dispatch | 8 |
| Camera use at interchanges for verification of incidents | 7 |
| Data clearing house/standards, API for the state – PSAP consolidation | 6 |
| Using DMS signs to train/advise drivers on safety (Only sees Click-it or Ticket, Put Phone Down) | 5 |
| Better Traveler Information that is available and disseminated | 4 |
| Developing fixed route transit and transfer center (RMT – previous contracts) | 2 |
| Statewide transit route info | 1 |

| IDOT Region 8 – Metro East | |
|---|--------------|
| Top Priority Regional Needs | |
| Additional funding for ITS deployment, operations, and maintenance | |
| Enhanced interagency coordination and data sharing | |
| Interagency coordination | |
| Traveler information | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| Utilize available CMAQ funds (matching funds, staffing to develop projects) | 8 |
| Expand video / data sharing with other agencies | 8 |
| Rural transit funding (capital, operations, and management) | 8 |
| Provide timely incident information | 7 |
| Upgrade CCTV cameras and stream video | 5 |
| Develop maps for transit routes | 5 |
| Expand traffic incident management training | 5 |
| Disseminate transit info to riders | 4 |
| Getting traveler info to people when and where they need it | 3 |
| Focus on maintenance and operations | 2 |
| Overcome institutional issues to facilitate rural transit transfers | 0* |

Appendix E - Top Priority Regional Needs Identified by IDOT Region

| IDOT Region 9 – Little Egypt | |
|---|--------------|
| Top Priority Regional Needs | |
| Advanced traffic signal systems | |
| Enhanced incident management programs (includes construction and unplanned incidents) | |
| Traveler information | |
| Stronger partnerships with private industry (e.g., cell phone probe data) | |
| Regional Needs Voted on at Statewide ITS Architecture Workshops | Votes |
| How to capture and use info from Cell phones (HERE, Inrix) | 10 |
| Web based accessible system | 10 |
| Wider coverage for traffic signal info | 9 |
| Improved queue measurement tools | 4 |
| Informed system operations | 3 |
| Coordinating transit routing services | 3 |
| Re-routing info from I-57 incidents/detours | 3 |
| At-grade rail crossings causing massive peak-hour backups – diversion capabilities | 3 |
| Improve truck permit process – potential centralization | 2 |
| Improved Toll Road information | 1 |
| CAD integration - state police, agreements, local /county/sheriff | 1 |