



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Transportation Operations Coalition

DRAFT Minutes

March 17, 2015

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Present: Chair – Claire Bozic – CMAP, Rich Jezierny – Cook County, Mike Tuman – DuPage County, Jon Nelson – Lake County, Chuck Sikaras – IDOT ITS Program Office, Matt Letourneau – AECOM, Christina Kupkowski – Will County DOT, Kevin Price – IDOT, Michael Bolton – Pace, Austin Provost – TransSmart, Sagar Sonar – Stanley Consultants, Dan Huebner – AECOM, Ahmed Ghaly – Illinois Tollway, Lisa Heaven-Baum – IDOT, Mark Pitstick – RTA, David Seglin – CDOT, Yadollah Montazery – CDOT, Daryle Drew - IDOT

Staff Present: Aaron Brown, Doug Ferguson, Jesse Elam, Parry Frank, Tom Murtha, Todd Schmidt

1.0 Call to Order

Ms. Bozic, Chair called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Highway Needs Analysis

Mr. Brown presented an overview of the draft process for scoring the road network. The draft network scoring tool was developed by CMAP staff using ArcGIS and observed data, with the goal of having the ability to score the region's transportation network based on mobility, reliability, condition, and safety performance. Evaluating the highway network performance in these categories will help identify locations in the region where network improvements might be needed. The draft tool may also be adapted to score potential projects. Due to data availability, the effort was focused on the National Highway System and Strategic Arterial System.

The resulting need score is the sum of the four scores for condition, safety, mobility, reliability. A fifth "bonus" score was added for rail crossing delay. Currently, each of the four categories has the same weight, so the total need score is a simple sum of the four category scores. A discussion with partners about whether and how weights might be applied will happen in the future.

The condition score scores was generated using information about the international roughness index (IRI) and condition rating score (CRS) found in the 2012 Illinois Route Information System (IRIS). The safety score was generated using the K&A crash rate and IDOT's Five Percent locations. The K&A crash rates were developed by CMAP staff using IDOT crash data, and the 5% locations were provided by IDOT. The mobility score was generated using the travel time index (TTI) and daily congested hours for the segment. The reliability score was generated using the planning time index. The planning time index and travel time index were calculated using probe data obtained from IDOT. The rail crossing delay information was obtained from the Illinois Commerce Commission (ICC).

The overall link "need score" is the sum of the condition, safety, mobility, and reliability scores. The rail crossing delay score is added to the total score as a bonus. The initial run of the model used data from 2012, so any construction projects that have been completed since then is not reflected in the model. CMAP staff is still working on the most efficient way to include more up-to-date information when scoring the system.

Mr. Montazery asked if the analysis included intersection crashes. Mr. Brown responded that intersection crashes were used in the analysis. Mr. Tuman inquired what the purpose of the highway needs analysis tool. Mr. Elam said that right now it is for information and discussion, but we hope to use it or something like to in the planning process for the next long range transportation plan. Mr. Bolton said it would be good to include county highways because Pace bus routes are often on them. Ms. Bozic responded that the current model only looks at the NHS and CMAP would need more data to include the county facilities. Mr. Brown also noted that maps of the different sub scores are available on the RTOC webpage for review.

Mr. Sikaras suggested that a small committee be formed to review and provide input on the highway needs tool. The committee would be composed of both highway and transit agencies to provide expert knowledge on the scoring system and weights that make up the highway scoring tool. Mr. Sikaras also suggested that the highway needs analysis be a running agenda idea for RTOC. Mr. Elam also stated that it would be a good idea for CMAP staff to meet individually with agencies to get feedback on the highway analysis tool.

4.0 CMAQ Program

Mr. Elam updated the group on the status of the FFY 2016-2020 CMAQ program. CMAP staff will present the project data and rankings at the next RTOC meeting. RTOC members will be asked to review the operations related projects and inform staff of any issues they see with the proposed projects. The group will not be asked to develop an official recommendation list, only to provide an operations perspective of the projects which will be considered by the Project Selection Committee. CMAP staff will forward a link to the proposed project applications for the FFY 2016-2020 CMAQ program.

5.0 Signal Inventory and Crossing Delay

Mr. Murtha updated the group on the status of a new regional traffic signal inventory (RTSI) and would like RTOC members input on the new structure. The purpose of the RTSI is to maintain consistent information about signals across jurisdictions to encourage and assist with inter-jurisdictional communication and transportation studies. The current inventory is primarily geared toward maintenance of the system. The updated inventory will be more suited for planning for operations and provide better support to policy decisions regarding signal systems in the region.

The proposed structure of the RTSI will include spatial and non-spatial data housed in a ArcGIS geodatabase. The signal inventory will be similar to CMAP's bikeways database where each agency will be asked to maintain and develop their own signal database in such a way as to be consistent with a template feature class. The idea is to keep it simple and not make it too time consuming where agencies stop updating the data.

CMAP staff developed a set of three options for fields to be included in the update RTSI and asked the group to which option would be the most useful with the least amount of work. Mr. Tuman preferred option A or B and thought that those options could be trimmed down a little. The group agreed to send comments regarding the three options to Mr. Murtha.

Along with discussing the update to the RTSI, Mr. Murtha also discussed the possibility of collecting better crossing delay information. CMAP staff would like to continue to track gate-down time and motorist delay information using the best data available. Mr. Tuman said that this information is currently available at crossings where the signal is interconnected. Mr. Nelson also said they have this information, but rarely use or save this data. Mr. Nelson will send a sample of the data to Mr. Murtha to see if the data collected will be useful for CMAP's purpose.

6.0 National Highway System Update

Mr. Murtha provided an update on the status of the proposed NHS changes in the CMAP region and described the process to update the NHS. MAP-21 expanded the NHS by including all principal arterials in existence on the effective date of MAP-21 (October 1, 2012). The NHS also includes intermodal connectors for freight and transit.

CMAP has been working with partners to update the NHS for the region. The last set of proposed NHS changes in the CMAP region is still under review by the FHWA. We expect the changes to be accepted soon. The changes were in the City of Chicago, Kane County, and DuPage County. More changes are planned for the region and the Freight Committee is also working on updates. The process to review changes to the NHS begins with review by the CMAP committee structure, starting with the Freight Committee, then RTOC, Transportation Committee, and finally the MPO Policy Committee. Once they have gone through the CMAP committee structure, the changes are reviewed by IDOT and sent to FHWA for final approval.

7.0 Agency Updates

Ms. Bozic introduced a suggestion to have agencies provide updates on their operations and/or ITS activities as part of the RTOC meeting agenda.

Mr. Bolton informed the group that Pace and RTA staff met with state and federal transportation officials regarding an application of 26 arterial rapid transit routes and express busway corridors into a single funding package.

8.0 Other Business

There was no other business before the Regional Transportation Operations Committee.

9.0 Next Meeting

The next meeting is scheduled for Thursday, May 28, 2015.

10.0 Adjournment

The meeting was adjourned at 11:00 a.m.

Respectfully submitted

Todd Schmidt

Todd Schmidt, Committee Liaison