

Get involved

Over the next year, CMAP will publish reports and updates in the following areas as part of the ongoing development of ON TO 2050. There will also be topical forums and workshops to attend throughout the year. Please mark the topics about which you would like to receive more details, and don't forget to include your contact information.

- Demographic trends
- Climate resilience
- Green infrastructure
- Stormwater management/ water resources
- Housing supply and affordability
- Inclusive growth
- Economic clusters and resilience
- Lands in transition
- Infill and transit oriented development
- Tax policies and land use impacts
- Reinvestment and infill
- Shared services/consolidation
- Community capacity
- Socioeconomic forecast
- Transportation system funding
- Transportation asset conditions
- New transportation technology
- Transit modernization
- Highway operations
- Freight system, planning, and policy

Name and Title

Email

Organization

- I would like to co-host an ON TO 2050 workshop.



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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

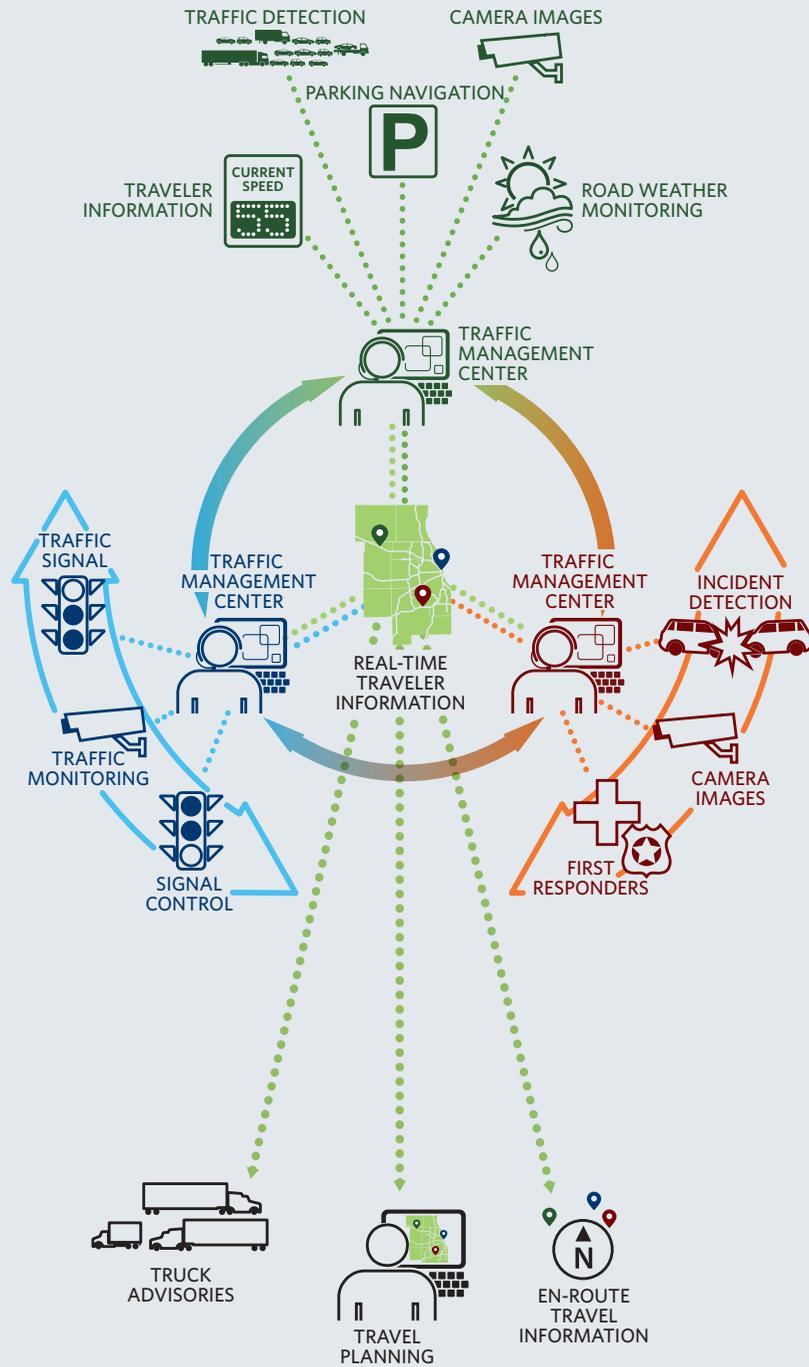
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HIGHWAY OPERATIONS

TEAR HERE



To improve highway operations requires traffic management centers that monitor the roads, control equipment, and share information with law enforcement and emergency response centers. Ultimately, information should also be shared with drivers in real time.



Improving highway management and operations is essential to reducing congestion in our region.

National research has shown that an imbalance between demand and capacity accounts for about 40 percent of congestion. We often refer to this as recurring congestion, which drivers learn to expect and plan for each day. ON TO 2050 will address this type of congestion in part through a list of major capital projects prioritized for significant impact on the capacity of the region's transportation system.

The remaining 60 percent of congestion nationwide is non-recurring and caused by incidents, poor signal timing, special events, and weather, among other factors. These sources of congestion are best addressed by operational changes rather than capacity improvements.

Travel time unreliability caused by non-recurring congestion is difficult for individuals and businesses to plan for when scheduling daily travel or deliveries. Including extra travel time to account for potential unreliability is an additional cost of travel. Modern system management, which improves incident response, traffic signal operations, work zone operations, weather operations, and traveler information helps reduce unreliability, thereby supporting our economy and improving our quality of life.

ON TO 2050 can support modern traffic management.

Modern transportation system management requires the ability to monitor system performance, communicate desired changes to field equipment from a central location, coordinate activities between multiple agencies, and provide accurate information to the traveling public, all in real time. This can only be accomplished with a reliable and robust fiber optic communication system, modern equipment, trained and equipped operations staff, and procedures in place to ensure that conditions are addressed effectively as they arise.

ON TO 2050 will build on successful approaches such as the Lake County PASSAGE system, which monitors traffic to allow fast response to changing conditions, communicates with emergency responders about incidents, and provides information to travelers. The region's system operators are planning for a future of active traffic management where lane designations can be changed in real time to keep travelers away from a stalled vehicle or speed limits modified depending on traffic conditions. Many small operational changes can make a large impact. For example, regular signal retiming or even changes in emergency traffic response practices can improve system operations.

Find out more at www.cmap.illinois.gov/ONTO2050.

HIGHWAY OPERATIONS

This is *your* plan
Help us develop ON TO 2050 by providing your input below.

1 Please rank the below strategies to promote better highway operations.

- Identify and support opportunities for shared operations resources
- Plan the communications system
- Establish a regional funding pool for operations projects
- Develop a regional operations plan
- Support improved traffic management by emergency responders
- Establish a traffic signal maintenance and modernization funding program
- Other (please state)

2 For your highest ranked activities, what ideas should CMAP consider?

3 Please provide any additional comments.

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