Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **RTOC/ATTF**
From: Claire Bozic
Date: December 9, 2015
Re: Management and Operations Corridor Screening

Goals

Operations strategies are intended to help the region meet the goals of reducing congestion, reducing unreliability, and improving safety. In addition, GO TO 2040 directed the region to pursue coordinated investments, invest strategically in transportation, create a more efficient freight network and increase commitment to public transit. The selected screening criteria should address these goals.

Screening Level 1

Prioritization will take place in two steps. The first step will use planning oriented screening criteria to group corridors/segments into large priority categories.

Table 1: Level 1 Screening Criteria

Criteria	Reason	Data
Traffic Volume	High volume roadways are more important/strategic than low volume roadways	IRIS AADT
Congestion	Traffic management is intended to reduce congestion	Probe data travel time index and hours of congestion
Unreliability	Traffic management mitigates unreliability	Probe data planning time index
Condition	Implementing operations during other construction is a coordinated investment	IRIS condition data
Crashes	Crashes contribute to unreliability	CMAP crash rates calculated from IDOT data, IDOT Potential Safety Improvement data
Existing ITS Infrastructure	Leverage existing investments where possible (especially communications) and pursue coordinated investments	CMAP signal inventory, signal interconnect inventory
Identified Smart Corridor	Existing and recently planned corridors should be prioritized	ITS Architecture, CDOT and
Important Freight Corridor	GO TO 2040 goal of making the freight system more efficient.	ATRI data, IRIS commercial vehicle counts

Criteria	Reason	Data
Is Planned BRT/ART/TSP Route	GO TO 2040 goal of increased commitment to the transit system.	RTA, Pace and CTA plan documents.
Serves Interstate Interchange	Facilities serving interstates are impacted during interstate incidents	IRIS

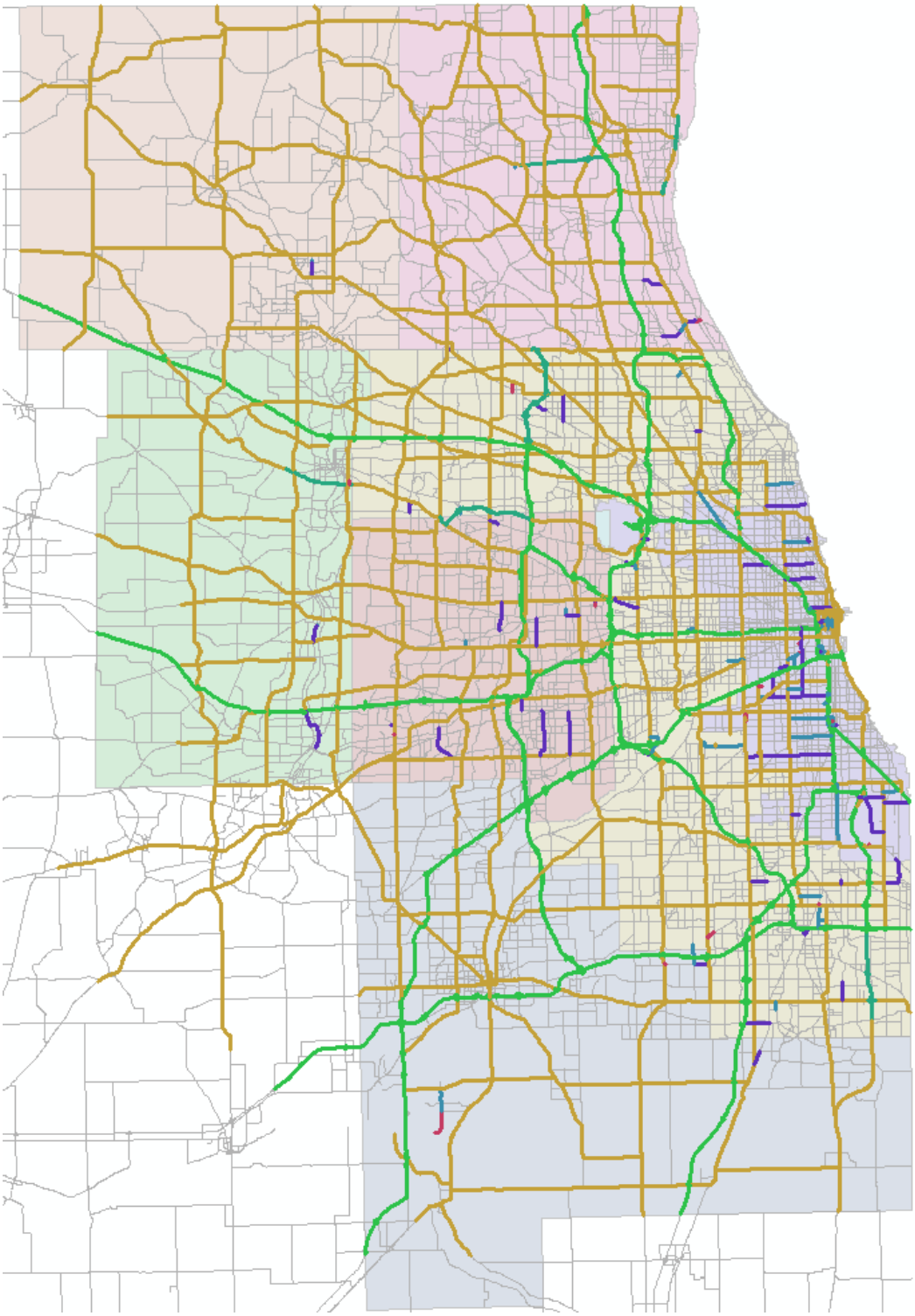
Screening Level 2

The second step will be to use TOPSBC (FHWA Software developed to measure costs and benefits of operations strategies) to estimate the costs and benefits of investing in sub-segments of the highest priority corridors and further refine the prioritization. This does not include prioritizing investment in traffic management centers. The cost of providing communication from the field back to the center will also be excluded unless we have enough data to undertake a network analysis of available communications and estimate the cost of filling gaps.

Candidate Corridors

The focus of the analysis will be on the NHS system. Where appropriate we will include non NHS roadways that either serve interstate interchanges or provide traffic relief to the interstates during unreliable periods and therefore should be considered for integrated corridor management.

NHS System and Other Major Roadways



All colored roadways are on the NHS. Gray roads are other important roads not on the NHS.