



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee Minutes

February 23, 2018

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Committee Members** Michael Connelly – CTA, Chair, Jennifer Becker – Kendall County,
Present: Darwin Burkhart – IEPA (via phone), Kevin Carrier – Lake County,
Lynette Ciavarella – Metra, John Donovan – FHWA, Doug Ferguson –
CMAP, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott
Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina
Kupkowski – Will County, John Loper – DuPage County, Beth
McCluskey – IDOT OIPI, Randy Neufeld – Bicycle and Pedestrian Task
Force, Tom Rickert – Kane County, Lorraine Snorden – Pace, Trey
Wadsworth – NIRPC, Audrey Wennink – MPC, Eugene Williams –
Council of Mayors
- Absent:** Tony Greep – FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1
Railroads, Robert Hann – Private Providers, Jennifer (Sis) Killen – Cook
County, Kevin Muhs – SEWPRC, Anthony Quigley – IDOT, Joe Schofer –
Academic and Research, P.S. Sriraj – Academic and Research, Rocco
Zuchero – Illinois Tollway
- Others Present:** Garland Armstrong, Mark Baloga, Ryan Bigbie, Elaine Bottomley,
Mitchell Bright, Len Cannata, Pichih Chia, Daniel Cooper, Jack
Cruikshank, Aidan Dickson, Emily Doucher, Scott Figved, Jackie Forbes,
Tamara Freihat, Mike Fricano, Krupa Gajjar, Scott Gryder, Emily Hall,
Eric Holeman, Emily Karry, Mike Klemens, Leah Mooney, Kelsey
Mulhausen, Leslie Phemister, Brian Pigeon, Adam Rod, Dave Seglin,
Mike Walczak, Rebecca Wingate, Tianyi Zhao
- Staff Present:** Claire Bozic, Anthony Cefali, Diana Cook, Kama Dobbs, Teri Dixon,
Jesse Elam, Lindsay Hollander, Elizabeth Irvin, Leroy Kos, Jen Maddux,
Martin Menninger, Arthur Nicholas, Kevin Peralta, Russell Pietrowiak,
Todd Schmidt, Jeffrey Schnobrich, Liz Schuh, Gordon Smith, Brittaney
Ross, Drew Williams-Clark, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Connelly called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Kelso announced the April 6th deadline for the competitive freight program from the state. He stated that there is a link to the webpage available detailing program guidance and further information on the application process.

3.0 Approval of Minutes – January 19, 2018

A motion to approve the minutes of the January 19, 2018 meeting, as presented, made by Mr. Loper and seconded by Ms. Hamilton, carried.

4.0 Coordinating Committee Reports

Mr. Connelly stated that the Planning Committee received an overview of the ON TO 2050 review process at the February 14, 2018 meeting and was updated on the Regionally Significant Projects Benefits report. He stated that the Committee discussed the major recommendations of the ON TO 2050 chapter addressing land use and concluded by mentioning that both the Planning and Programming Committees will meet on March 14, 2018.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that the Federal Fiscal Year 2014-2019 TIP Amendment Report consists of new projects within the TIP program years and those revisions exceeding financial amendment thresholds. He stated that the administrative modifications 18-03.1 and the formal amendment 18-03 were published to the eTIP website on February 16, 2018 for committee review and public comment; a memo summarizing these changes was also included in the agenda materials. A motion to approve the formal TIP amendment 18-03, made by Ms. Snorden and seconded by Mr. Rickert, carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported the public comment period for the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment 18-04 ended on February 19, 2019; there were no comments during the 30-day period. A motion to recommend approval of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment to the Programming and MPO Policy Committees made by Ms. Snorden and seconded by Mr. Loper, carried.

6.0 Congestion Reduction Study Update

Ms. Bozic reported that the region is expecting a 33% increase in households by 2050 that could result in large increases in auto traffic and congestion. The Congestion Reduction Study is focused on understanding congestion and evaluating congestion reduction strategies. She noted that the study is focused on the National Highway System because that system carries 57% of the vehicle miles traveled (VMT) in the region and is also the focus of MAP-21 and FAST Act performance measurement requirements. She stated that more congestion will result in more unreliable highway travel times and added that the CMAP regional model is designed to answer questions about the impacts of supply and

demand on an average day, and is not designed to predict travel time reliability. She stated that the FHWA SHRP2 program has established some relationships between average day congestion and unreliability. CMAP's study used the CMAP trip-based model along with the SHRP2 relationships to measure the impacts of various congestion reduction strategies. Preliminary results of the data analysis were presented.

Ms. Wennink asked for clarification on why speed, rather than person throughput, was used as a variable for congestion on highways and expressed concern that transit strategies were not incorporated in this study. Ms. Bozic explained that the transit ridership study, a companion to this study, addressed transit strategies, and that in order to evaluate and compare highway strategies, transit was held constant in this study.

Ms. Hamilton asked how much of the concern with speed was driven by changes in the FAST Act and MAP-21 regarding performance measures. Ms. Bozic stated that the changes in capacity and reliability of the NHS system have impacted volume. She continued by explaining that speed shows the relationship between changes in traffic and vehicle hours traveled. Ms. Hamilton added that speed as a measure is complicated and noted that many NHS corridors are Vision Zero high crash locations on which optimizing speed may not be appropriate.

Mr. Neufeld commented on the expected negative impacts of automated vehicles. Ms. Bozic responded that it will depend largely on how they are regulated and gave as an example the status of air quality in the region due to the improvement of vehicle technology over the last 50 - 75 years. Anyone in the past looking forward to increased vehicle ownership, driving and decreased transit use would not have expected improved air quality, but regulations resulted in better vehicles. Mr. Neufeld added that he felt the analysis Ms. Bozic presented did not fully include accident reduction or autonomous vehicles impacts. Ms. Bozic replied that these topics are being addressed in the Safety strategy paper and the Emerging Transportation Technology paper.

Ms. Wennink requested that the study consider scenarios with increased transit supply on highways in conjunction with an increased demand for automobiles for the purpose of studying their impacts on congestion.

7.0 ON TO 2050

7.1 Draft Review Process

Ms. Schuh presented the draft review process for various elements of ON TO 2050. She noted that the drafts build on prior plan development work, including strategy papers and snapshot reports completed over the last two years. She stated there are a number of major tasks underway including drafting the individual sections of the plan, kick-starting post-plan implementation, and planning for stakeholder and general public engagement. Draft sections of the plan are being discussed by working committees. The Transportation Committee will be discussing the Mobility section in detail, including the proposed Regionally Significant Projects list. Ms. Schuh invited members to contact staff if they would like to review and provide comments on additional sections.

Ms. Hamilton commented that she believes land use should be an integral part of the draft review process for the Transportation Committee citing the historical influence that land use has had on the creation of CMAP. Mr. Donovan noted that as the primary subcommittee of the MPO Policy Committee, the Transportation Committee should really review all elements of the plan. Ms. Dobbs stated that the committee's April agenda is quite full, but that an additional Committee meeting could be held in March and that staff would poll members to determine the best date.

7.2 Mobility Introduction

Ms. Irvin presented an annotated outline and reviewed proposed recommendations of the mobility chapter of ON TO 2050. She encouraged members to provide feedback on the outline and recommendations to staff by March 2 and noted that feedback would be incorporated into the draft chapter, which will be circulated for committee review and additional feedback later in March.

Mr. Connelly stated that these recommendations are the heart of the ON TO 2050 plan, and what the committee members need to be focused on.

Mr. Rickert applauded the staff for their work well done. He added that the gap between revenues and expenditures makes the work being done difficult; he noted that maintenance of the existing system and keeping up with regional growth are becoming increasingly more difficult to manage. He added that he is concerned about the future of transit in the less dense edges of the region and noted that in those areas the needs and focus for transportation are different than other parts of the region.

Ms. Snorden agreed with Mr. Rickert's comments and added that what is currently being done, such as implementing transit signal priority, is not included in the document presented. She also noted a lack of recommendations for the development community and no reference to Title VI.

Ms. Hamilton added that the tone of the document was troubling in terms of directing entities to take certain actions promoting change and achieving desired goals. Mr. Rickert agreed with Ms. Hamilton regarding the tone of the document. He commented on the review process and how to achieve the desired goals on constrained and limited revenues. Mr. Donovan added that CMAP is representative of the local agencies and that it will take a lot of work and additional resources to implement the desired goals of the document.

Mr. Wadsworth commented that NIRPC is developing an action plan where they are responsible for working with partners. He added that CMAP can act as a catalyst for change so that it may step back and allow the desired goals to be achieved.

Mr. Neufeld commented that framing is an issue around the use of the word mobility. He argued that the use of the word "mobility" leads to silos and suggested that "access" would be a better word to frame the issues such as the inherent inequities related to class, gender, and race around transit access among socially disadvantaged groups. Ms. Hector-Hsu suggested that determining what to focus on as an MPO will be difficult with the

understanding that tradeoffs may become a likely outcome when balancing desired goals and areas of focus. Mr. Loper added that concerns exist regarding access to transit and mobility for disadvantaged groups. He noted that focus has been on public transit rather than the inability of people to complete trips and how that affects economic prosperity in the region.

Mr. Rickert noted there are so many things to discuss, but that we have to pull a plan together and cannot shift our direction and focus now. He added that these issues will continue to come up as we implement and move forward.

Chairman Connelly closed discussion by noting that CMAP staff has sent a Word document to facilitate receiving comments from the Committee; he added that the deadline for the submittal of initial comments is the following week.

7.3 Mobility Targets

Mr. Menninger presented an overview of the mobility indicators proposed in ON TO 2050 that build on those of GO TO 2040 and how those indicators align with federal performance targets. He also reviewed the baseline data collected and draft targets for each measure for the Committee to discuss.

Ms. Wennink raised a concern regarding missing holistic transportation measures and regional goals. She also added that a walkability measure is needed to quantify regional progress in achieving goals. She suggested that a transportation carbon emission measure is something to consider. Mr. Menninger noted that carbon emissions are covered in a different section of the plan.

Mr. Donovan asked about the total number of indicators in the plan, including the mobility indicators presented today. Mr. Menninger stated that there are about 30.

Ms. Ciavarella stated that target setting is always a challenge. She stated that there is a key component of passenger delays pertaining to CREATE projects that is not captured when talking about motorist delays with the highway/rail grade crossings. She continued by stating that rail bridges are in critical need of repair and could be included in an indicator. She also suggested a working group to talk through the components of rolling stock to ensure that TAM plans will be consistent with the regional plan. She also noted concerns regarding federal rules related to slow zones, which are in conflict with FRA requirements and stated that the commuter rail industry is working with FTA to determine a better fit and appropriate measures.

Mr. Neufeld commented that many of the indicators were too detailed and stressed the need to see greater issues at hand. He added that the use of fatalities as an indicator is unreliable because fatalities are too random and suggested that injury crashes per capita would be more reliable in terms of evaluating traffic safety and delay issues. He suggested the non-SOV travel measure be replaced with something more meaningful.

Chairman Connelly reminded the Committee that CMAP staff is requesting comments on performance measures by Friday, March 9.

8.0 Status of the Local Technical Assistance (LTA) Program

Chairman Connelly stated that the report was included in the agenda materials and is available online.

9.0 Legislative Update

Mr. Smith stated that the General Assembly has been meeting for a month with close to 2,000 bills introduced in the last week. He stated that staff anticipates a more complete report by the next meeting due to the high volume of legislation to review. Mr. Smith brought two important bills to the attention of the Committee that are believed to be designed as conversation starters in the Assembly. State Representative Marcus Evans' bill has been described as an appropriation without funding and is essentially an appropriation to the DOT designed to anticipate an increase in motor fuel tax. Mr. Smith anticipates a subject matter hearing on this bill in the next month. Mr. Smith described State Representative Margo McDermed and the IL Chamber's bill that addresses a wide range of transportation issues including asset management, design/build, public-private partners, and more. He stated that this bill is also meant as conversation starter in anticipation of a 2019 infrastructure program. Mr. Smith concluded by stating that he would keep the Committee updated.

10.0 Other Business

Chairman Connelly stated that there is no other business and opened the floor for public comment.

11.0 Public Comment

Mr. Scott Figved stated that although he has noticed changes in the community structure of Barrington in terms of neighborhood composition, such as an increase in seniors, but he has not noted changes in transportation infrastructure to accommodate these changes. He asked the Committee if there were plans being considered for studies or projects in the area. He suggested combining I-90 Bus on Shoulder service with local systems, such as Metra, for shopping trips. He also suggested that the Bus on Shoulders service could be a back-up plan when there are Metra break downs and that buses could transport passengers to I-90, rather than individuals using cabs. He stated that there is a need for more convenient means of transportation service for persons with disabilities and described difficulties with getting home due to dial-a-ride service hours and paratransit qualifications. He also addressed the need to evaluate safety improvements and lighting along Lake Cook Road and US 14 near the rail station.

Mr. Garland Armstrong suggested a need for improved intersection safety by installing lighting at the intersection of Manheim and Touhy Roads, noting that crossing the railroad tracks to turn is difficult. He also inquired about a target date for completion for the O'Hare kiss n' fly and noted that better signs to get to transit would be helpful, especially for the disabled community. Ms. Snorden stated that the target completion is October.

Mr. Rod of the Chicago Department of Aviation confirmed that the target is October for Pace buses and stated that signs will be worked on.

12.0 Next Meeting

Chairman Connelly stated that the next Transportation Committee meeting is scheduled for April 27, 2018 and that it is expected to be a little longer than usual because the agenda includes several important discussion items. Ms. Dobbs stated that as discussed earlier, staff will poll Committee members on availability and desire to have an additional meeting in March.

13.0 Adjournment

On a motion by Mr. Hennings, seconded by Mr. Loper, the meeting was adjourned at 11:35 am.