



Regional Transportation Operations Coalition / Advanced Technology Task Force

DRAFT Minutes

Thursday, June 22nd, 2018

9:30 a.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

In Attendance: Claire Bozic – CMAP, Christina Kupkowski – Will County DOT, Abraham Emmanuel – CDOT, Brian Roberts – Cook County DOT, Bill Eidson – DuPage DOT, Jon Nelson – Lake County DOT, Kevin Price – IDOT Operations, Mark Pitstick – RTA, Amarpal Matharu – IL Tollway, Pete Stesino – IDOT, Jernard Perkins – IDOT, John Donovan – FHWA, Matt Letourneau – AECOM, Dalia Leven – AECOM, Mitch Bright – Traffic Control Corp., Eric Holeman – Uptown Analytics, Ken Glassman – Jacobs, John Benda – HNTB, Duana Love – Transmart/EJM, Jeff Hochmuth – CDMSmith, Preston Judkins – Parsons, Darryl Dawson – ITS Engineering, Scott Lee – Transmart/EJM

On Phone: Christopher Schmidt – IDOT

Staff Present: Tom Murtha, Parry Frank, Elizabeth Irvin, Martin Menniger, Doug Ferguson, Arthur Nicolas

1.0 Call to Order

The chair called the meeting to order at 9:30 a.m.

2.0 Approval of Minutes – March 22, 2018

The minutes from March were approved.

3.0 Agenda Changes and Announcements

No agenda changes were made.

4.0 Agency updates

FHWA – Completed MPO certification review for CMAP and found no corrective actions. The certification review recommended that CMAP update the Congestion Management Process (CMP).

CMAP – CMAP has a 40% response rate to the municipal signal data that will be included in the regional highway traffic signal inventory.

IDOT – IDOT is working on adding blue tooth detectors along the I-80 and I-55 corridors in the southern portion of the region and will integrate data into the Travelmidwest website.

5.0 Impact of Active Management along the Jane Addams Toll Road (Amarpal Matharu & Scott Lee)

Mr. Matharu and Mr. Lee gave a presentation about the Jane Addams smart corridor and the impact that active traffic management has made along the corridor. The SmartRoad along the Jane Addams was launched on September 5, 2017 on a 16-mile section of I-90 from Barrington Road to the Kennedy Expressway near O'Hare International Airport. The I-90 SmartRoad is designed to deliver real-time information to drivers to provide safe, efficient travel. Over-the-road signs known as gantries are installed every half mile that allow the Tollway to communicate travel times, traffic incident information, lane closures and traffic pattern changes. The inside shoulder lane is used as a flex lane for Pace Bus use and to manage traffic during incidents. The flex lane can be opened during incidents to relieve backups and reduce delays. The Tollway is exploring future opportunities to use SmartRoad technology. A small pilot program is scheduled to get underway this year to test and evaluate connected vehicle technology within the SmartRoad corridor.

A question about when the Pace bus could use the flex lane was asked. Mr. Lee responded that the flex lane is not available to Pace unless the speed on the general purpose lanes fall below 35 mph. A follow up question about how fast the Pace bus was allowed to travel in the flex lane was asked. Mr. Lee responded that the Pace bus using the lane cannot go over 15 mph over the adjacent lanes speed.

6.0 Mobilitics Tool (Dalia Leven)

Ms. Leven gave a presentation on the Mobilitics tool developed by AECOM. Mobilitics is a scenario planning tool that allows cities, regions, and others test different assumptions about the future to gain a clearer understanding of how these technologies could impact their communities. Transportation is facing a number of revolutions, many of them fueled by advancements in communications and automation technologies. These technologies, coupled with changes in transportation business models, users preferences, and behavioral trends have the potential to dramatically reshape the transportation landscape. Considering how these trends and technologies will play out over time as they are absorbed into the market place is a complex and highly uncertain process, dependent on how residents adapt their behaviors to accommodate and use these new options.

Mr. Murtha asked if the model includes different financial scenarios. Ms. Leven responded that it can look at both policy and financial scenarios.

7.0 CMAQ Scoring Update & Potential Regional Projects (Doug Ferguson)

Mr. Ferguson provided an overview of proposed changes for the FFY 2020-24 CMAQ call for projects. CMAP staff has been reviewing evaluation techniques and scoring procedures. The CMAQ scoring process first considers cost-effectiveness of air emissions reductions for the project, then secondarily considers a set of transportation impact criteria and regional priority criteria from GO TO 2040. Cost effectiveness is weighted at 60

percent of the project score, transportation impact criteria at 30 percent, and regional priorities at 10 percent. Staff proposes to keep the same overall weighting scheme, but make adjustments in the impact criteria weights. Staff proposes to eliminate the On CMP Network (5 pts) and Transit Benefit (5 pts) and replace it with corridor transit improvement criteria worth 10 points. Staff also proposes to adjust the scores for reliability down 5 points to 10 points. The safety criteria would gain the 5 points from reliability and be changed to look at the safety need and improvement. Overall the number of points have not changed and the cost-effectiveness of air emissions reductions still remains the focus of the program.

Mr. Eidson expressed concerns regarding CMAP staff using crash reductions factors in the evaluation of proposed CMAQ projects. CMAP staff responded that using crash reduction factors was a way to estimate the impact the proposed project would have in reducing crashes.

8.0 Performance Targets (Martin Menninger & Todd Schmidt)

Mr. Menninger and Mr. Schmidt gave a presentation about the transportation performance targets that are included in the [draft 2018 system performance report](#). Established under recent federal law, state departments of transportation, transit agencies, and metropolitan planning organizations are given separate responsibility to establish a series of short range performance targets and using a set of performance measures to track progress toward meeting those targets in a variety of transportation areas including traffic safety, bridge and pavement condition, air quality, freight movement, system reliability, and transit state of good repair. The presentation reviewed each performance measure and proposed target. Due to ON TO 2050 timing, CMAP set its own regional targets for most measures.

Mr. Hochmuth asked if CMAP staff can send him more information on the performance measures and the data used to calculate some of the measures. Mr. Schmidt responded that he will send more information after the meeting.

9.0 Next Meetings

The next meeting is tentatively scheduled for Thursday, September 20, 2018 at 9:30 am.