

NORTHWEST MUNICIPAL CONFERENCE

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*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

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**Northwest Municipal Conference
Transportation Committee
Thursday, January 25, 2018
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700 Des Plaines**

AGENDA

- I. Call to Order**

- II. Approval of December 21, 2017 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes

- III. Long-Range Expressway Vision for Northeastern Illinois (Attachment B)**
Tom Murtha, Senior Planner for the Chicago Metropolitan Agency for Planning (CMAP) will introduce a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois. Transit, freight, community impacts, and revenue will all be key aspects of the vision.
Action requested: Discussion

- IV. Surface Transportation Program (STP) Project Selection Committee Update**
Staff will provide an update on the latest STP Project Selection Committee meeting. The committee will establish active program management strategies for all STP projects and will determine the methodology for selecting projects to receive STP funds from the regional Shared Fund.
Action requested: Informational

- V. Bicycle and Pedestrian Committee Update**
Staff will present an update on topics discussed at the January 16 NWMC Bicycle and Pedestrian Committee meeting.
Action requested: Informational

- VI. CMAP Update**
An update on relevant activities from CMAP’s committees will be provided.
Action requested: Informational

- VII. Agency Reports**

- VIII. Other Business**

- IX. Next Meeting**
The next meeting is scheduled for February 22 at 8:30 a.m. at NWMC offices.

- X. Adjourn**

**TRANSPORTATION COMMITTEE
MEETING MINUTES
Thursday, November 30, 2017
8:30 a.m.
NWMC Offices
1600 E. Golf Road, Suite 0700
Des Plaines, IL**

Members Present:

Rod Craig, President, Village of Hanover Park, Co-Chair
Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
Bob Benton, Trustee, Village of Deerfield
Matt Farmer, Village Engineer, Village of Northbrook
Tim Frenzer, Village Manager, Village of Wilmette
Bill Grossi, Trustee, Village of Mount Prospect
Al Larson, President, Village of Schaumburg
Matt Roan, Deputy Village Manager, Elk Grove Village
Greg Summers, Director of Development Services, Village of Barrington

Others Present:

Steve Andrews, Pace
Alex Beata, Cook County Department of Transportation and Highways
Tim Grzesiakowski, TMA of Lake-Cook
Mike Hankey, Village of Hoffman Estates
Katie Renteria, Metra
Karyn Robles, Village of Schaumburg
Brian Pigeon, NWMC
Mike Walczak, NWMC
Brian Witkowski, Thomas Engineering
Jeff Wulbecker, Village of Mount Prospect

I. Call to Order

Co-Chair Craig called the meeting to order at 8:30 a.m. and had those present provide introductions.

II. Approval of November 30, 2017 Meeting Minutes

On a motion made by Mr. Roan, seconded by Trustee Grossi, the committee voted to approve the November 30, 2017 meeting minutes. Co-chair McLeod and Trustee Benton abstained.

III. Cook County Freight Plan

Mr. Beata discussed Cook County's under development countywide Freight Plan. The plan is an outgrowth of the county's Long Range Transportation Plan, adopted in 2016. He discussed recent freight related improvements in the area, including 7 freight projects funded under Invest In Cook and the Touhy Avenue underpass in Des Plaines. The plan will address issues including pavement condition, truck route connectivity, safety and congestion while also incorporating the housing/jobs mismatch and workforce challenges. Other recent activity includes the development of the truck network around O'Hare and streamlining overweight and oversize truck permitting. He noted that the final plan is expected to be presented to the County Board the summer of 2018.

Ms. Robles asked if the overweight and oversize truck permitting was through Oxcart. Mr. Beata said it is, noting it was recommended through the Metropolitan Mayors Caucus.

IV. Surface Transportation Program (STP) Project Selection Committee Update

Mr. Walczak updated the committee on the first meeting of the STP Project Selection Committee on December 12. He described the committee's members and charge, as well as the schedule of activities over the next two years. He also reminded the committee of NWMC's concerns, including: a review every two years of the projects selected by the committee, a review every five years of the new system; and, not punishing municipalities for project delays beyond their control. He also announced that CMAP will be undertaking and will have funds available for a small number of municipalities to develop their own Pavement Management Systems. He said regular reports will be given to this committee and concerns will be communicated to the Council of Mayors representatives and CMAP staff.

V. Bicycle and Pedestrian Committee Update

Mr. Pigeon updated the committee on the December 19 Bike/Ped Committee meeting, including presentations from CMAP and the Village of Arlington heights. He also discussed a recent Illinois Supreme Court case which appears to make municipalities liable for accidents which occur on off-street bike paths, based on the definition in Illinois statutes. He said staff will provide updates as the topic develops.

VI. CMAP Update

There was no additional CMAP report.

VII. Agency Reports

Mr. Andrews announced that the Illinois 25 park-and-ride station is now open, with Barrington Road the next to be completed. Trustee Benton asked if the Edens Shoulder is now open to Pace busses. Mr. Andrews responded that the project is almost complete, but drivers are still being trained. It is expected to open in Spring 2018.

Mr. Grzesiakowski announced the TMA of Lake Cook Annual Construction Preview Meeting will take place on March 16 and also discussed the impact of recently passed federal tax bill on pre-tax transit benefits.

VIII. Other Business

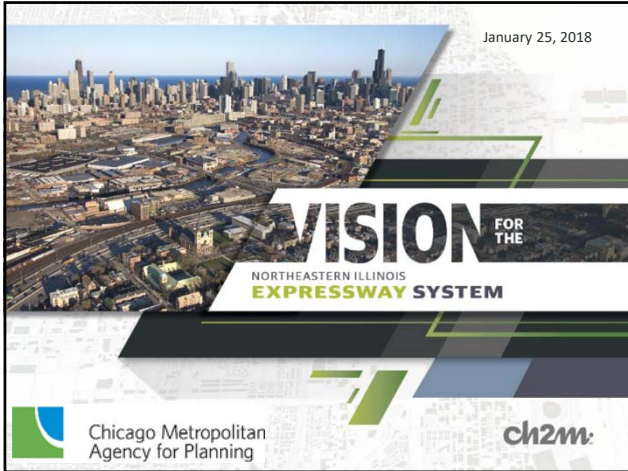
There was no other business.

IX. Next Meeting

Co-Chair Craig reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, January 25, 2018.

XII. Adjournment

On a motion by Mayor McLeod, seconded by Trustee Grossi, the committee unanimously voted to adjourn the meeting at 9:10 a.m.



Agenda

- Project purpose and overview
- Project goals
- Corridor improvements
- Policy framework

*Project purpose and overview:
Why CMAP is developing the Vision*

Project purpose and overview

Purpose: Create a bold, multimodal, multijurisdictional vision for the northeastern Illinois expressway system

Objectives:

- Chart a course for the system to guide future IDOT and Tollway capital programs and operating policies, to address the most intractable congestion, and to provide game-changing mass transit options.
- Inform *ON TO 2050*, the region's long-term comprehensive plan development process.

Project purpose and overview

Project highlights:

- Develop conceptual goals for the system
- Conduct a planning-level examination of the investments and management strategies needed to improve system condition and performance
- Make recommendations for specific corridors, supported by conceptual engineering and order-of-magnitude cost estimates

Project purpose and overview

Project highlights (continued):

- Estimate revenue from tolling and value capture
- Develop solutions for traffic diversion impacts
- Identify multimodal strategies for each corridor to address transit needs and opportunities, as well as freight bottlenecks

ON TO 2050 coordination

- The ON TO 2050 comprehensive regional plan must meet federal standards of “fiscal constraint.”
- Similarly constraining the Expressway Vision would defeat the purpose -- it must be expansive.
- CMAP's process to develop the Expressway Vision is distinct from but complements the agency's concurrent development of ON TO 2050.
- The draft ON TO 2050 plan will be issued for public comment in June 2018, followed by adoption in October.
- The Expressway Vision will be complete by early 2019.

*Project goals:
What the Vision will accomplish*



Support the region's economy

- Promote long-term regional economic growth
- Improve truck freight movement
- Make the system financially sustainable



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Enhance operations

- Provide game-changing mass transit improvements
- Prepare for vehicle automation and leverage communications technologies
- Achieve a state of good repair
- Improve safety
- Address the most intractable congestion issues



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Manage environmental impacts

- Improve roadway environmental performance
- Reduce negative impacts on neighborhoods
- Adapt to a changing climate
- Leverage expressway right-of-way for broader needs (such as stormwater management, communications, utilities, and energy production)



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Corridor improvements

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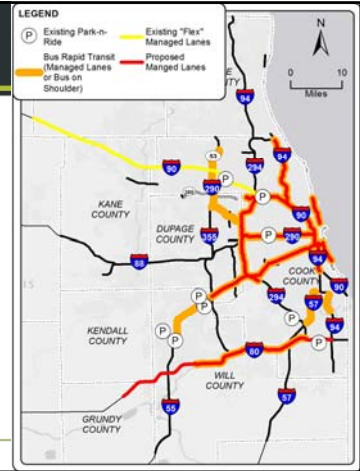
Corridor identification

- The first big lesson we've learned is that decades of insufficient funding have left the IDOT expressway system in need of improvements.
- Nearly everywhere.
- Now.



Managed lane network

- New capacity mixed with existing capacity
- Congestion pricing
- Identify lanes within corridors for automated and connected vehicles
- Address managed lane termini with Mobility-as-a-Service (MaaS) approaches



Transit improvements

- Express bus, bus rapid transit, and bus-on-shoulder services on expressways, with a focus on managed-lane corridors
- Enhanced infrastructure and service on existing rail lines
- Rideshare service enhancements and integrated travel demand management
- Transit infrastructure and transit service funding from expressway toll and managed lane revenues



Access to transit Corridor permeability for walkers and cyclists

- Community benefits will be a major part of the Vision.
- Transportation Centers will be a focus of this component.
- These parts of the Vision will be further refined as the other transit and mobility components become clearer.

Freight mobility

- Provide sustainable regional truck parking, smart truck stops
- Improve access to intermodal facilities
 - I-55 (Bedford Park, Kedzie/Pulaski)
 - I-294
- Truck platooning and truck lanes on the I-80 corridor

System interchange operations at major existing junctions

- Existing
 - I-88/I-355
 - I-190/I-294/I-90/US 45 (near O'Hare)
- Phase I/Master Plan
 - I-290/I-294/I-88
 - I-55/I-294
 - I-55/I-80
- Phase II/III
 - I-90/I-94/I-290 (Jane Byrne Interchange)

Evaluate regional connectivity I-94/US 41 (Edens/Edens Spur)

Design Treatment

- Provide managed lanes along Edens Spur by reconfiguring system interchange.
- US 41 would merge into Edens Expressway thru traditional right hand directional ramps.
- Potential new access to/from Edens Expy SB from Skokie Blvd to relieve travel demand on Dundee Rd interchange.
- At Dundee Road interchange, eliminate loop ramp in NW quadrant to provide adequate SB ramp spacing.

Evaluate regional connectivity I-94 (Edens Expy) at I-90

RR to be vacated providing new opportunities to modify access and improve mobility.

Validate regional connectivity I-90 at I-290/IL 53

Design Treatment

- Reconfigure system interchange ramp to emphasize northwest-southwest movements
- Provide ramp braid between I-90 EB to I-290 SB entrance ramp and SB Golf Road exit ramp
- Consider reconfiguration of McConnor Pkwy and E Frontage Rd to improve local and expressway circulation

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Operations and technologies

- **Operations:**
 - Active traffic management
 - Automated/connected vehicles
 - Integrated corridor management
- **Safety**
 - Automated enforcement
 - Wrong-way driving controls
 - Automated pavement and incident detection
- **Freight**
 - Truck lanes
 - Truck platooning
 - Truck parking
 - Smart truck stops

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Policy framework

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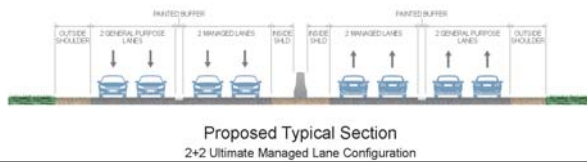
Full-scale tolling

- Generate new revenues systemwide
- Variable pricing
- Toll gantries along mainline and on ramps
- All-electronic tolling
- Identify lanes within corridors for automated/connected vehicles

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Typical cross section for managed lanes

- Toll lane dynamically priced to improve corridor mobility
- General design
 - Two managed lanes in each direction
 - Separated from general purpose lanes by 4' painted buffer
 - Continuous access
- Actual lane configurations and dimensions to be determined by corridor; based on capacity needs, geometric constraints



Policy framework: Focus on coordination

- Coordinated operations – e.g., tolling/pricing, transportation management centers, incident management, emergency services
- Best practices for multiparty integrated corridor management
- Shared revenue – use of revenues to support roads, bridges, transit facilities, transit services

Policy framework: equity

Focus will be on improving choices and mobility for all expressway users, regardless of income:

- Exploring a sliding-scale toll discount program for individuals based on need
- Identifying opportunities to enhance bus and rail transit services, including more frequent services and additional routes, particularly to serve communities with greatest need
- Researching enhanced rideshare services as part of travel demand management

The image shows the cover of a report titled "VISION FOR THE NORTHEASTERN ILLINOIS EXPRESSWAY SYSTEM". The date "January 25, 2018" is printed in the top right corner. The cover features an aerial view of a city skyline with a highway interchange. The logos for the "Chicago Metropolitan Agency for Planning" and "ch2m" are visible at the bottom.