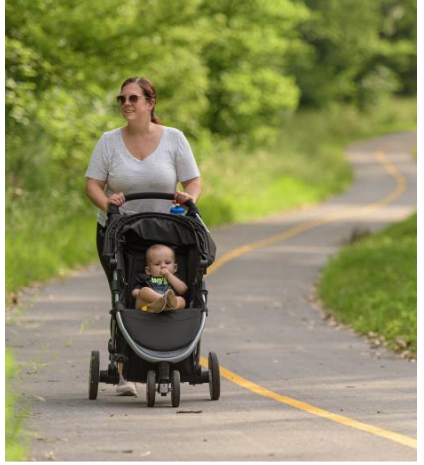
Chicago Metropolitan Agency for Planning

Transportation Technology and Operations Coalition

May 1, 2025

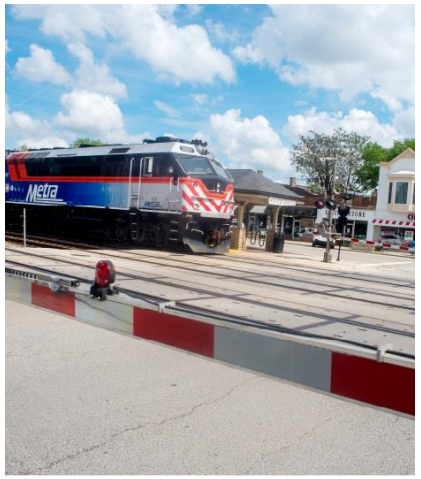
9:30 – 11:00 a.m.

When you are not speaking, please mute your microphone to reduce background noise.

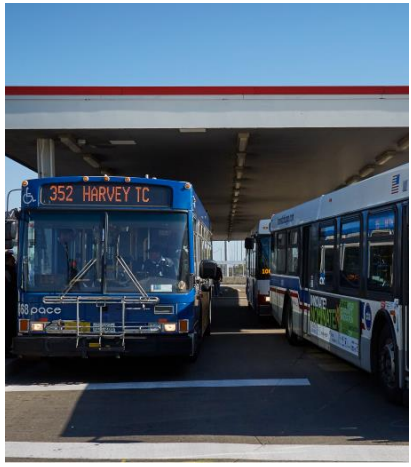


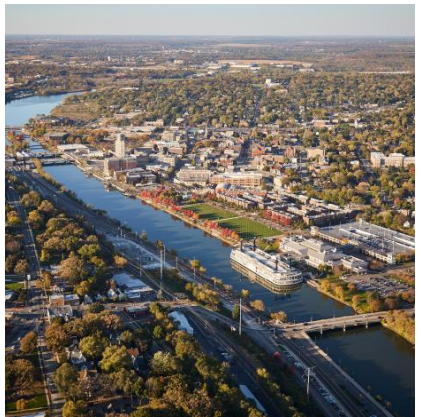




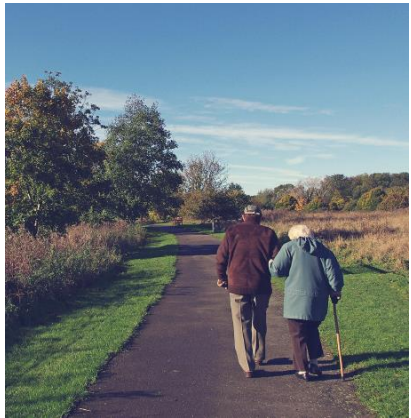












1.0 Welcome

Stephen Zulkowski, DuDOT (Chair)

2.0 Agency updates

Open discussion among TTOC members regarding current work projects, topics of interest for upcoming meetings, etc.

3.0 CMAP announcements

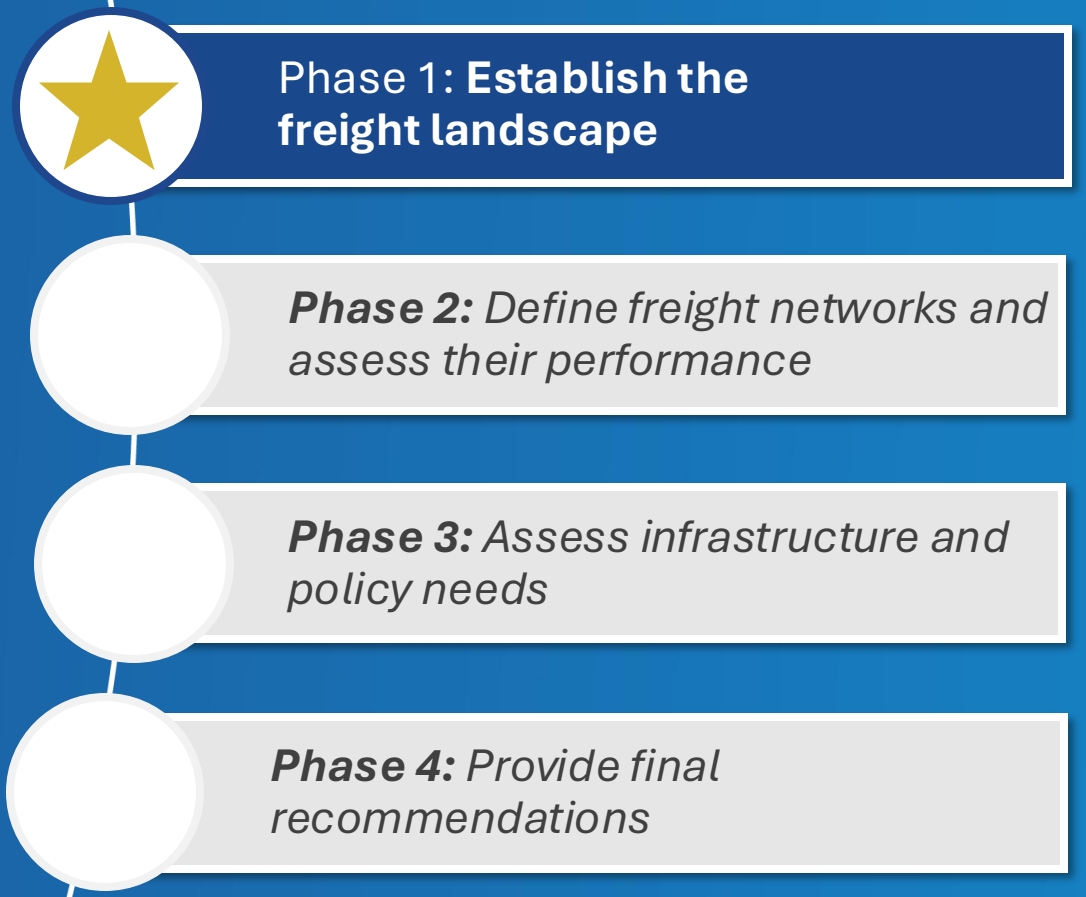
- Freight System Assessment – Thomas Murtha, CMAP
- Congestion Management Strategy – Noah Harris, CMAP
- Traffic Signal Inventory – Alex Beata, CMAP

Regional Freight System Assessment

The Regional Freight System Assessment reviews planning issues for the multimodal freight network in northeastern Illinois, including infrastructure, public policy, and investment programs.

This work includes four deliverables:

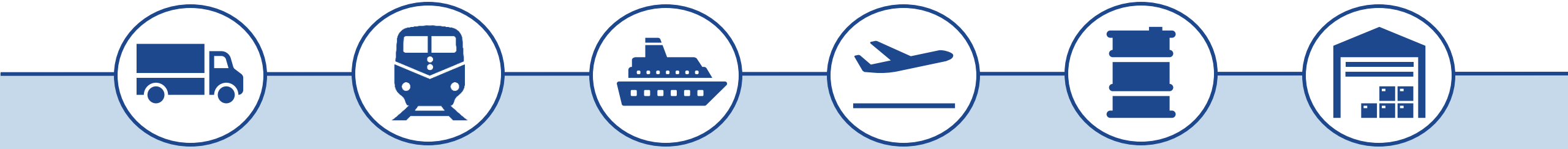
- **Phase 1** establishes the freight landscape, defining key terms and concepts, as well as introducing goods movement as a key planning topic for the region.
- **Phase 2** defines freight networks, assesses their performance, providing maps and other technical reference materials.
- **Phase 3** identifies both capital investment and public policy opportunities to support the regional freight system.
- **Phase 4** provides final recommendations synthesizing the findings.



Chicago Metropolitan Agency for Planning

Northeastern Illinois is a multimodal freight hub

The region* is home to extensive multimodal freight activity. The freight network includes:



A **trucking** industry made up of over 12,000 establishments with 108,000 employees

A **rail** network that transports more than 11 million rail cars each year

Three **marine** ports with access to the Great Lakes, the Saint Lawrence Seaway, and the Mississippi River

Two **airports**, including O'Hare — one of the nation's largest air cargo hubs

Pipelines that transport crude oil, natural gas, and refined petroleum products

More than 1,800 **freight support** establishments, including a rapidly growing warehouse sector

* Throughout the Regional Freight Assessment, CMAP's focus is on the seven-county region including Cook, DuPage, Lake, Kane, Kendall, McHenry, and Will counties. In some cases, data are only available at a scale that differs from CMAP's planning area, in which case the report will indicate the unit of analysis.

The region's freight economy is robust

Freight has long been a critical element of northeastern Illinois' economy and exceeds pre-pandemic levels by many measures, driven in part by growth in the local trucking and urban freight and warehousing sectors.

The freight network:



Transported goods to, from, and within the region weighing **nearly 700 million tons** in 2023, and worth **over a trillion dollars** (in 2017 dollars).*



Provided more than **210,000 jobs** in 2024, primarily in trucking and freight support industries like warehousing and arrangement, but also in the rail, maritime, pipeline, and aviation industries.



Supported more than 14,000 freight and freight-support **establishments** in 2022**.**

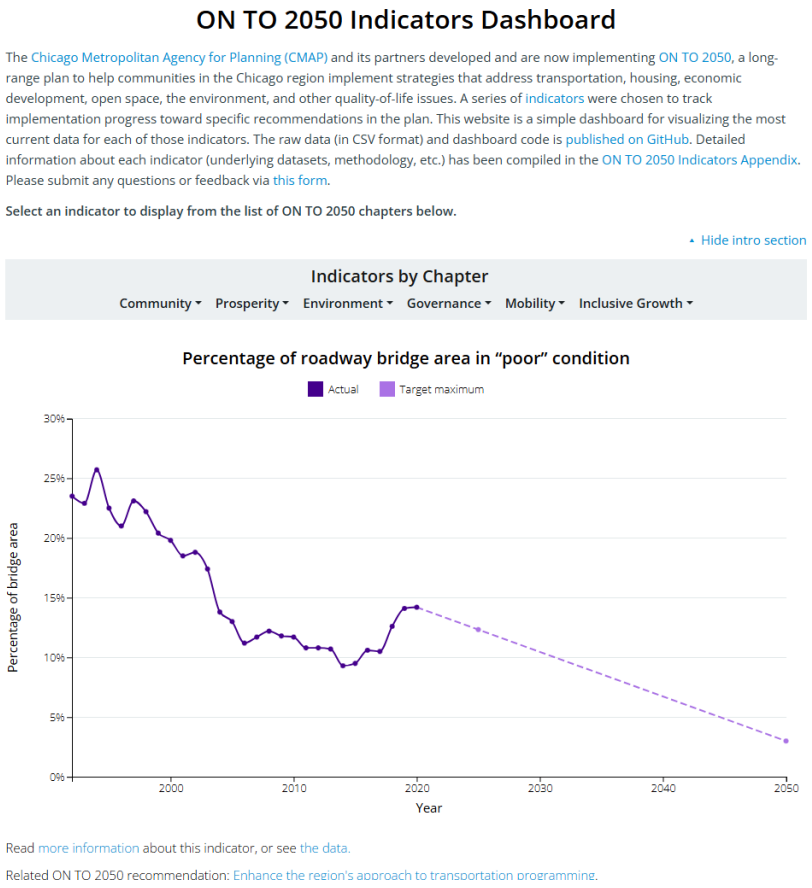
The full report is on our engagement site for this project, at https://engage.cmap.illinois.gov/regional-freight-system-assessment .

* Total freight flow statistics are based on Freight Analysis Framework data, which uses a larger definition of the Chicago region that exceeds CMAP's seven-county planning area.

4.0 Federal Performance Measures Dashboard

Martin Menninger, CMAP

CMAP Performance Data Platforms





Access to Parks

Indicator	This indicator measures per capita access to parks based on geographic proximity to recreational open space. Values are reported as the percentage of the regional population with access to at least four acres of parkland per 1,000 residents and at least 10 acres per 1,000 residents. Generally, the four-acre standard is appropriate for denser communities, while the 10-acre standard is intended for less-dense areas. **Related recommendations:** Improve natural resources through the redevelopment process; Target infill, infrastructure, and natural area investments (Community).
Methodology	The data for this indicator come from the CMAP land use inventory (most recently 2015) and the U.S. Census (2015 population estimates). Park access is tracked at the subzone level. A subzone's population is considered to have access to any park acreage within a half-mile radius of the subzone's centroid, and additionally to any park acreage in "community parks" (larger than 35 acres) within a one-mile radius. A subzone's population only has access to park acres that fall within these radii (i.e., if a portion of a large park falls within the radius, only the acres of that portion are counted). Each acre of parkland is then divided by the total population with access to it (from all nearby subzones), and then each of those subzones is allocated a share of that acreage by multiplying its population by that park's acres-per-person value. The population of each subzone with 4+ or 10+ cumulative acres of parkland per 1,000 residents are then aggregated to determine the region's total access to parks.
Targets	For ON TO 2050, CMAP estimated the percentage of the population that could gain access to four or 10 acres per 1,000 residents by strategically targeting currently vacant land (defined in the CMAP Land Use Inventory as "land in an undeveloped state, with no agricultural activities nor protection as open space") for conversion to parks in areas currently below these park access thresholds. With an optimal conversion of some of the region's vacant land into parks, it would be possible for 65 percent of the population to have access to four or more acres of parkland per 1,000 residents, and for 40 percent to have access to 10 or more. While CMAP does not advocate for converting all vacant land to parks, this number provides a useful "ballpark" estimate for what is possible. This is an ambitious goal, but not unattainable, as land use changes during the next 35 years may reduce the land needed for transportation and utility corridors, while changes in precipitation patterns may increase the demand for open space providing stormwater

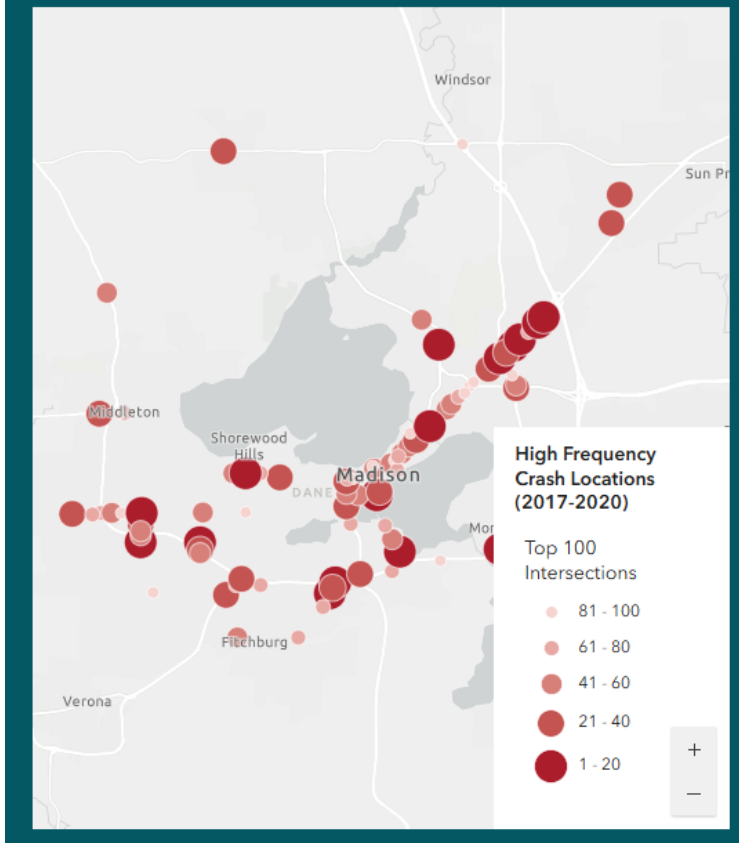
https://cmap-repos.github.io/ONTO2050-indicators/
https://cmap.illinois.gov/regional-plan/resources/indicators/
https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/ON-TO-2050-Update-Indicators-Appendix.pdf

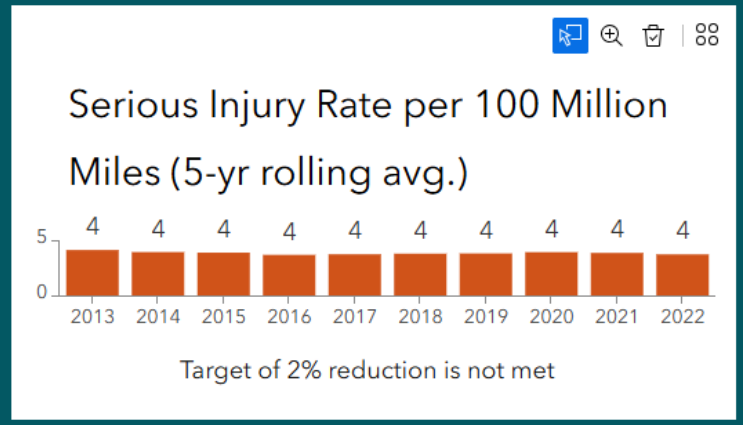
Performance Measures Dashboard

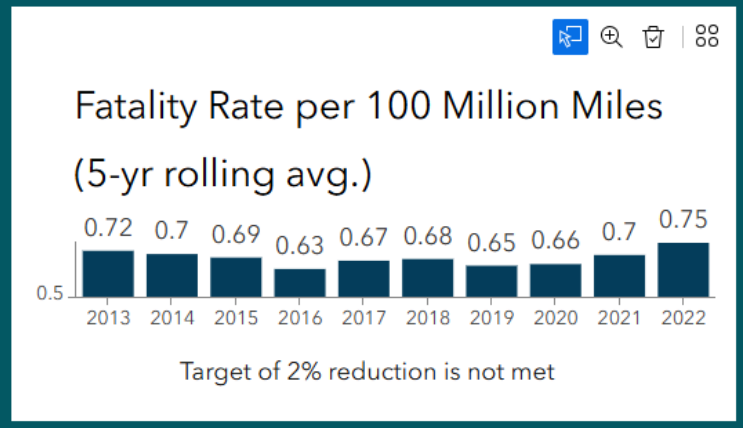
GREATER MADISON mpo

Home | Safety | **Safety (cont.)** | Infrastructure | System Reliability | TAM | PTSP | Supplemental PMs | Supp >

Safety (PM1)









About Broward MPO
State of the Transportation System
Scorecard
PM-1 Safety
PM-2 Infrastructure Conditions
PM-3 System Performance
Transit Asset Management
Public Transportation Agency Safety Plan

PM-2

Infrastructure Conditions

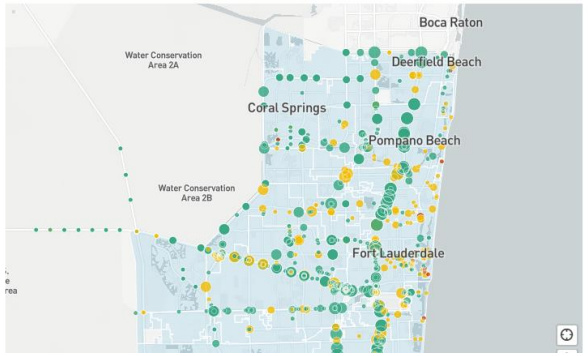
Before we build more - how are we taking care of what we have?

The Broward Metropolitan Planning Organization first adopted targets for Bridge and Pavement conditions on November 14, 2018 and readopted targets on December 8, 2022 as required by federal law. The data below represents the bridge and pavement targets that were adopted and the current (2021) conditions for each of the performance measure target areas. Click here to learn more about the Federal Highway Administration's National Performance Measures Final Rule.

Bridge Conditions

Every structure that is at least 20 feet long with vehicles traveling over or under it is subject to National Bridge Inspection Standards (NBIS) and must be inspected at least every two years. Bridges are rated on a scale from 1-9 on various bridge elements, including the deck, substructure, superstructure, culvert walls and floor, and/or retaining walls. To be considered in "good" condition, each bridge element must be rated a "7" or higher. Structures with any element receiving a rating of "4" or lower receives a "poor" rating.

Bridge Conditions in Broward County, Florida



Chicago Metropolitan Agency for Planning

Federal Performance Measures

Highway Safety

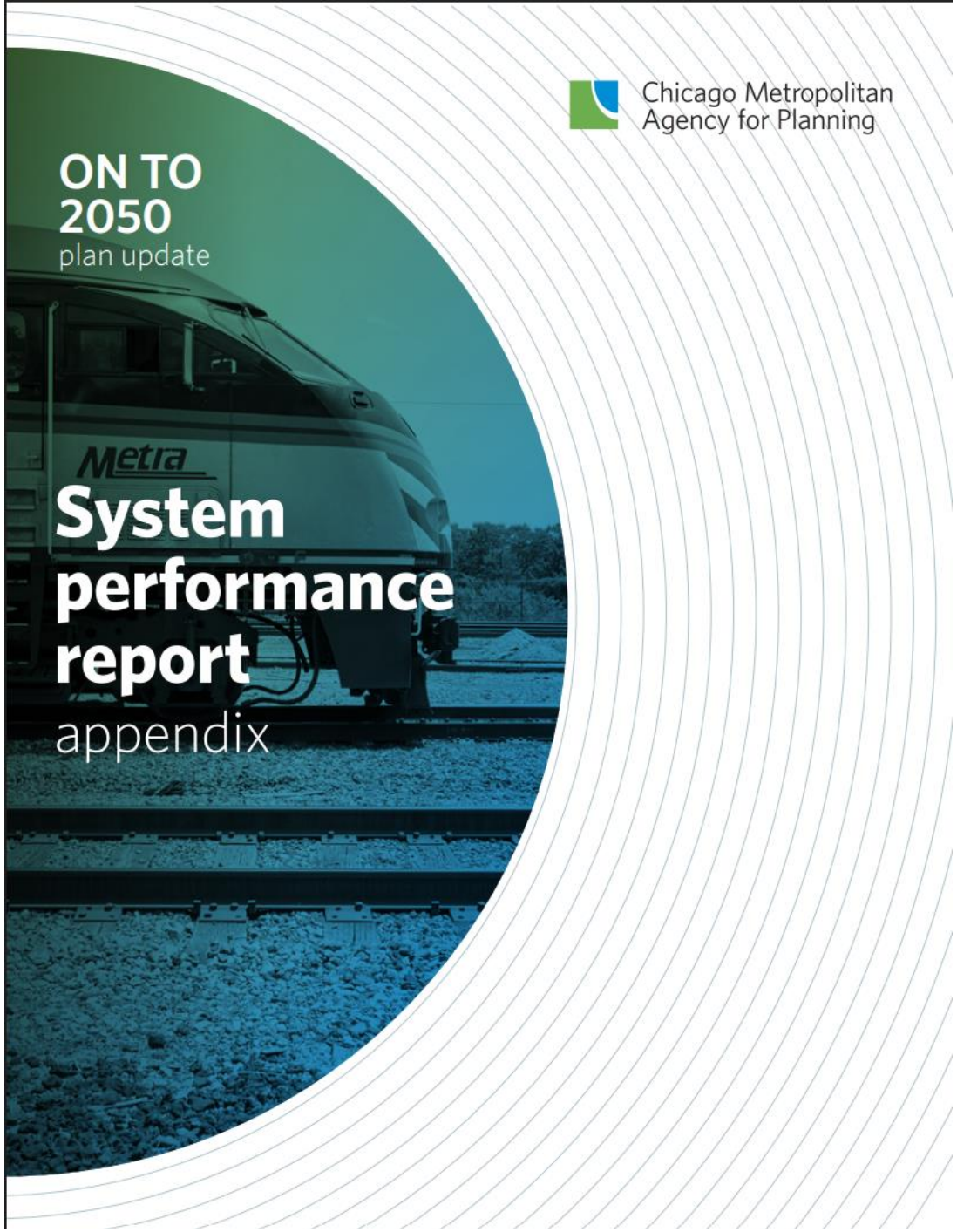
Transit Safety

System Performance (Congestion)

Highway Asset Condition

Transit Asset Condition

https://cmap.illinois.gov/data/transportation/performance-measures/



Federal Performance Measure Dashboards

Highway safety | **Highway assets** | System performance | Transit safety | Transit assets | About the data

Interstate pavement condition | Non-interstate pavement condition | Bridge condition

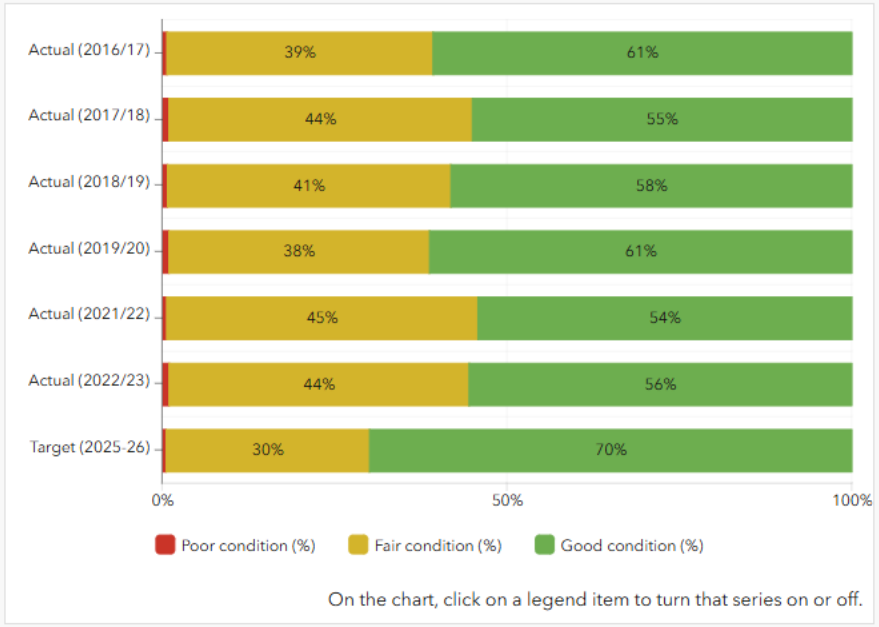
Highway assets

A well-maintained system is a primary concern of every transportation agency. Given the maturity of the system in northeastern Illinois, the majority of highway agency investment has been devoted to maintaining roads and bridges.

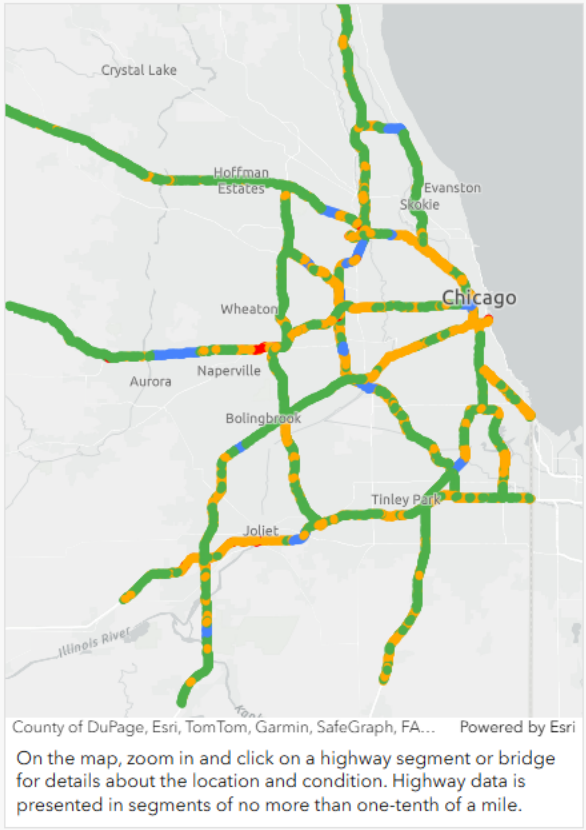
Interstate pavement condition

This measures the percentage of National Highway System (NHS) lane miles in the region that have good or poor pavement condition. Pavement condition is calculated using a combination of three pavement distresses for asphalt and jointed concrete and two pavement distresses for reinforced concrete. The international roughness index, cracking percent, and rutting and faulting are the pavement distresses used to determine if a pavement is in good, fair, or poor condition.

Interstate pavement condition



On the chart, click on a legend item to turn that series on or off.



On the map, zoom in and click on a highway segment or bridge for details about the location and condition. Highway data is presented in segments of no more than one-tenth of a mile.

Interstate Pavement Condition (2019-20)

- Poor
- Fair
- Good
- Under Construction
- Out of Date

Asset condition target (2025/26)

0.5%

Pavement in poor condition

Pavement in poor condition (2022/23)

1%

Not on target

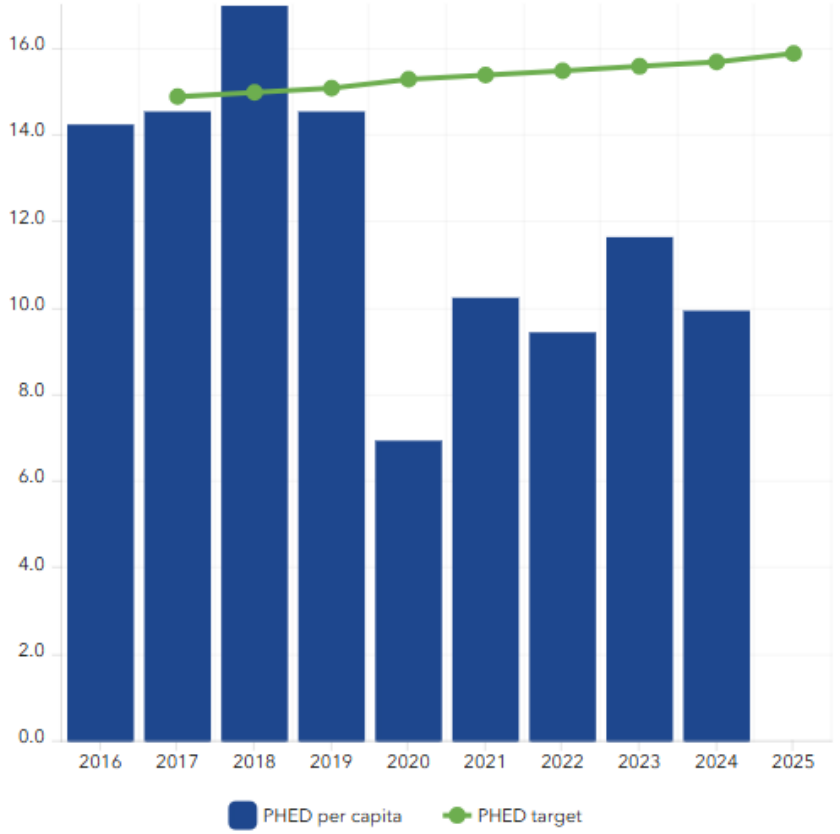
https://cmap.illinois.gov/data/transportation/performance-measures/

Chicago Metropolitan Agency for Planning

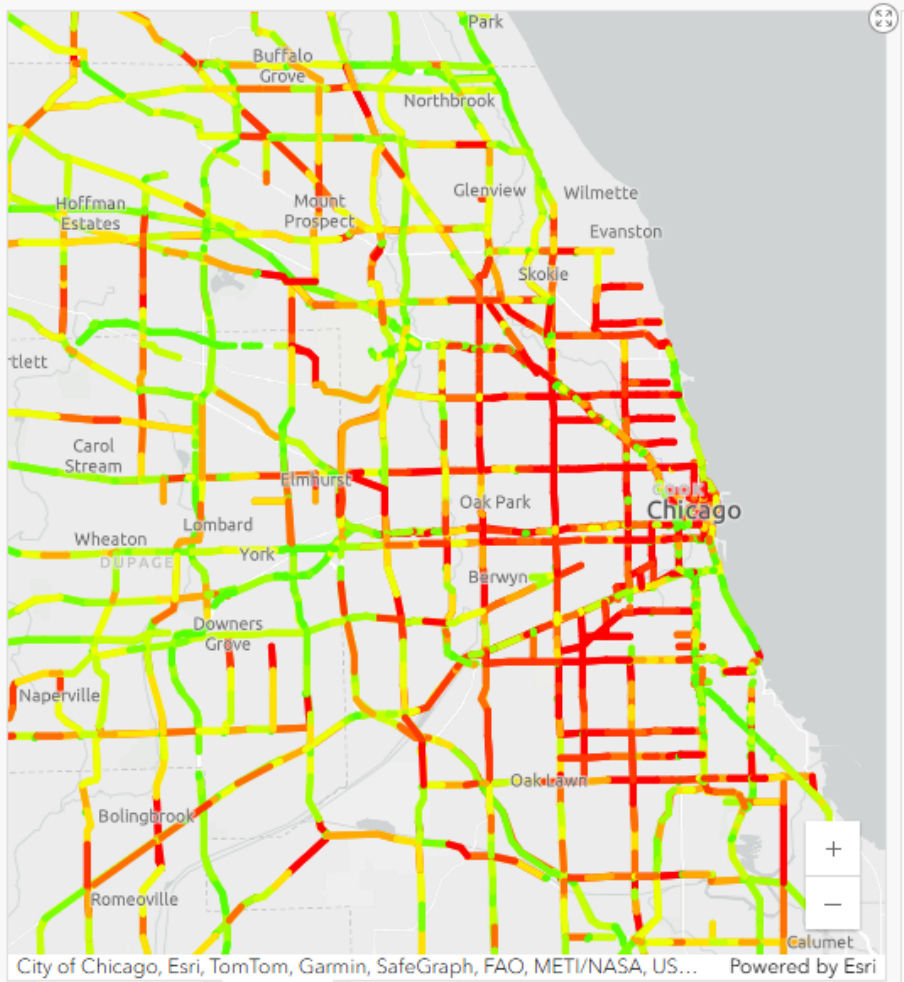
System performance | Transit safety | Transit assets | About the data

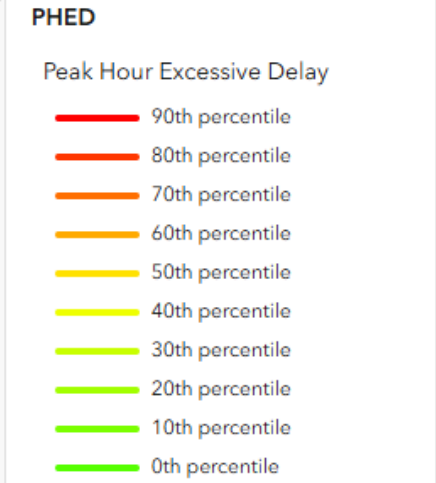
Non-interstate travel reliability | Peak hour delay | Truck travel reliability

Peak hour excessive delay



This graph displays the cumulative hours of excessive delay experienced by all people traveling through all reporting segments during peak hours in the region for the full reporting calendar year. In northeastern Illinois, peak hours are defined as weekdays from 6 a.m. to 10 a.m. and 4 p.m. to 8 p.m.





2018-2022 | 2022 | 2018

https://cmap.illinois.gov/data/transportation/performance-measures/

Chicago Metropolitan Agency for Planning

Dashboard Use

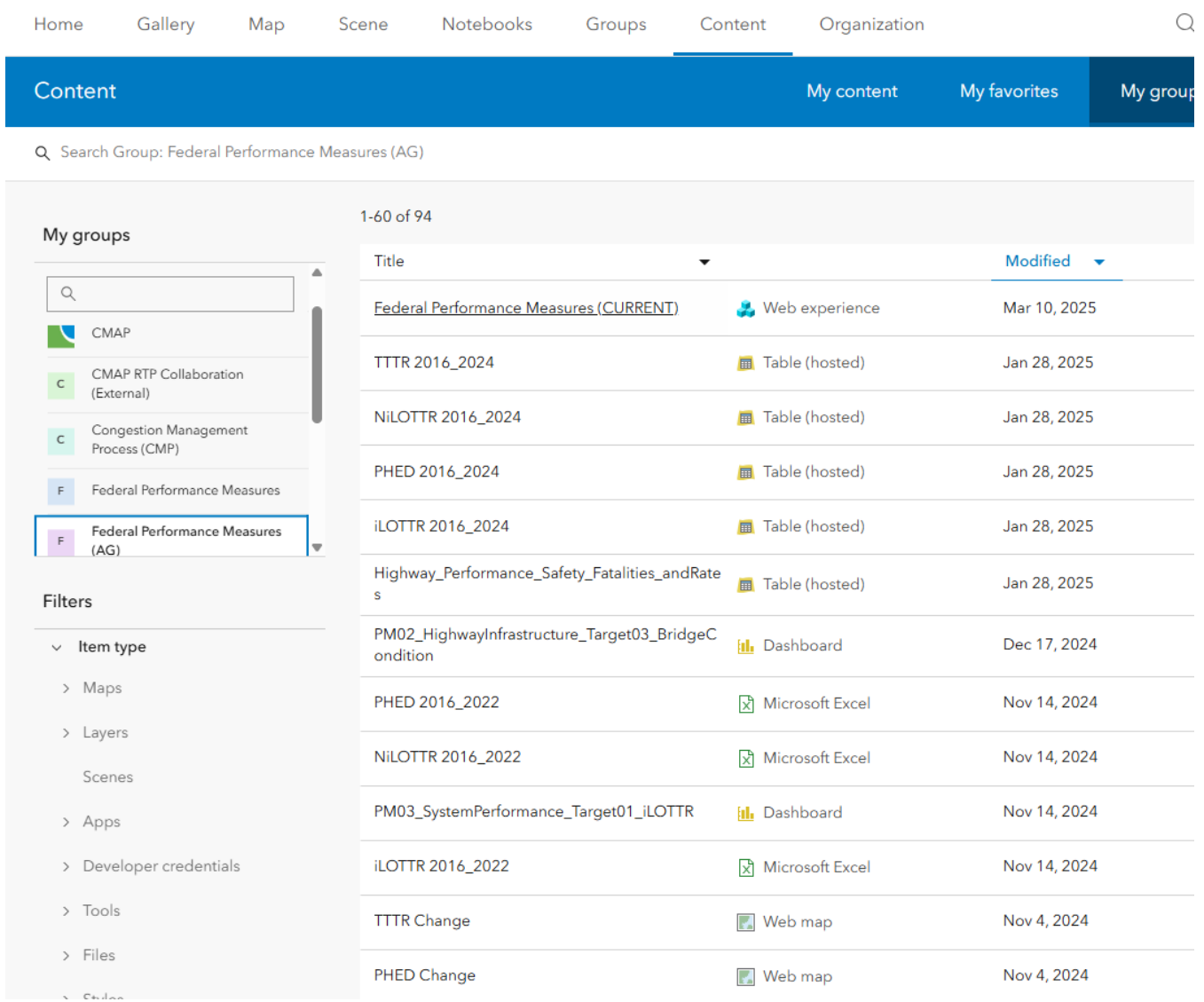
Known users:

RTP Existing Conditions Report

Congestion Management Strategy

Financial Plan Engagement

Regional Safety Planning



https://cmap.illinois.gov/data/transportation/performance-measures/

Chicago Metropolitan Agency for Planning

VITAL SIGNS | Land & People | Transportation | Economy | Environment | Equity | More

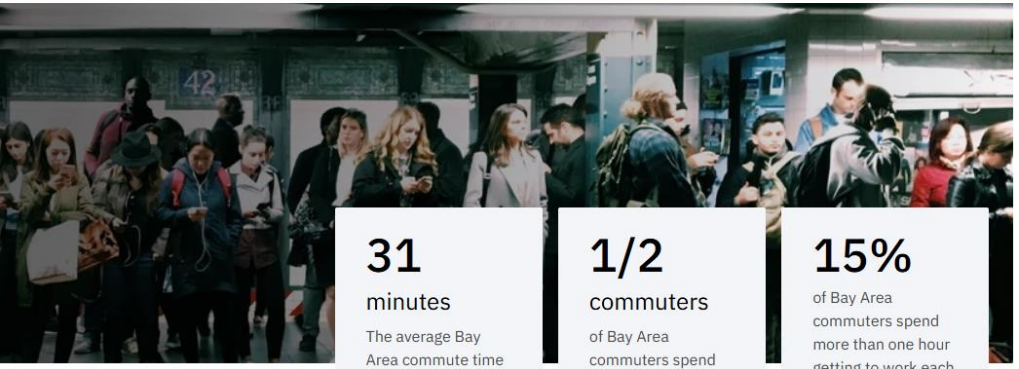
Home : Transportation

COMMUTE & TRANSIT

Commute Time

Updated: May 2020

Definition: Commute time refers to the average number of minutes a commuter spends traveling to work on a typical day.



31
minutes
The average Bay Area commute time was 31 minutes in 2018

1/2
commuters
of Bay Area commuters spend less than 30 minutes getting to work each day

15%
of Bay Area commuters spend more than one hour getting to work each day

Indicator Index

- Introduction
- Regional Performance
- Regional Distribution
- Local Focus
- Sources & Methodology

Data Downloads

Introduction

How long is it taking us to travel to work?

Except for individuals who work at home, 4 million Bay Area workers must find a way to their jobs on a typical workday. Their choice of transportation mode, departure time, trip origin and destination all play key roles in determining door-to-door travel time. The collective result of these daily decisions is reflected in the average commute time for the region - a figure which has crept up from 24 minutes in 1980 to 31 minutes in 2018. Despite this increase, Bay Area commute times are remarkably similar to other major metropolitan areas in the United States – a fact that may surprise traffic-weary commuters.

Regional Performance

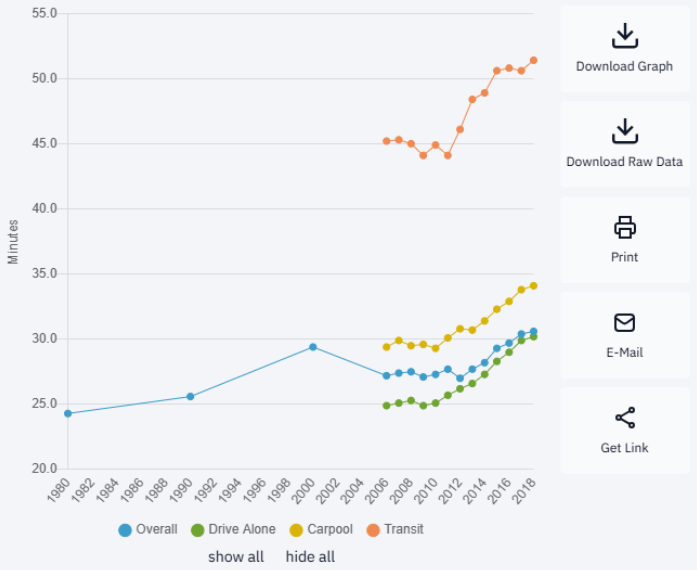
Commute times have continued to increase, with the average Bay Area commute taking 31 minutes in 2018.

Across all modes, the average Bay Area commute takes longer than ever before and now lasts over 32 minutes door-to-door. Increasing congestion and longer-distance commutes to job centers in San Francisco and Silicon Valley have contributed to this trend. Importantly, how someone chooses to get to work affects their commuting time. Commuters that drive alone spent 30 minutes getting to work, while those taking public transit spent nearly twice as long, at 51 minutes.

Longer transit commute times are not surprising considering nearly two-thirds of transit commuters work in San Francisco. Crowding on Muni and longer trip distances for on BART and Caltrain for workers residing outside of San Francisco make it difficult to get to work under 30 minutes. This results in above-average travel times for transit users. Since 2008, the share of transit commutes longer than an hour each way has increased by 20 percent.

Historical Trend for Commute Time

Filter by County: Bay Area



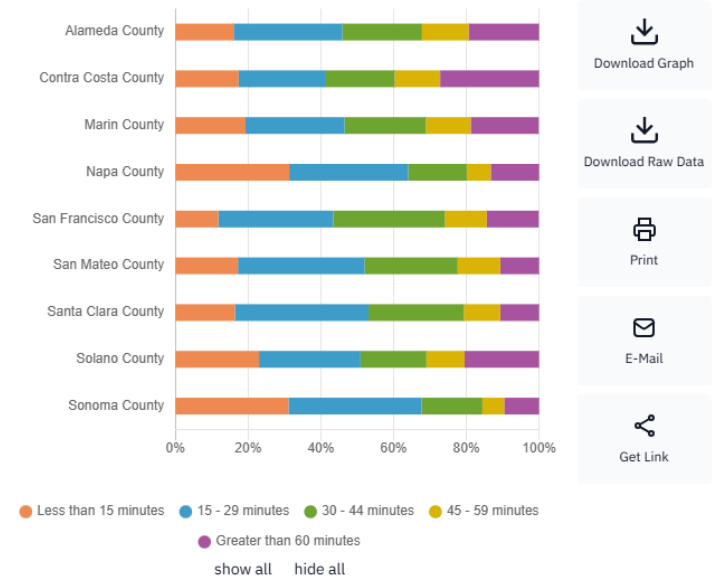
Regional Distribution

While the majority of Bay Area residents have reasonable commute times, 15 percent have extreme commutes – lasting more than one hour each way.

While more than half of workers across the region have an average commute of under 30 minutes, commuting times vary widely based on where people live and work, and how they travel. Across the region, 15 percent of all commutes lasted longer than an hour in 2018 – an increase of 5 percent since 2008. Contra Costa County residents lead the pack with nearly one in five commuters traveling over one hour each way, though Alameda and Solano counties are also home to sizeable shares of extreme commuters.

Commute Time Distribution by County (2018)

Filter by Mode: Overall



https://vitalsigns.mtc.ca.gov/indicators/commute-time

Chicago Metropolitan Agency for Planning

Dashboard Use

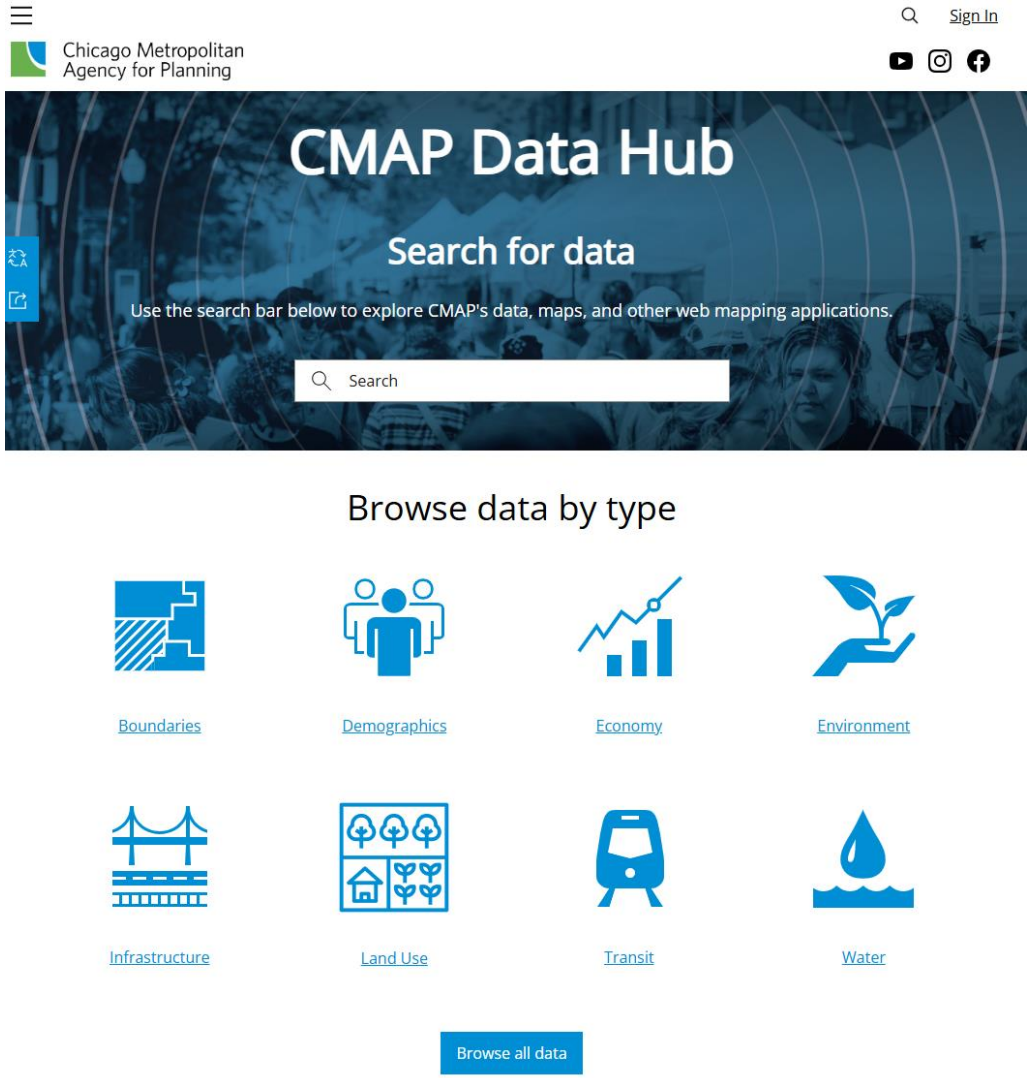
Future/ Potential Uses:

Municipalities and county DOTs or planning departments

Integration into local planning

CMAP RTP and CMP indicator dashboards

CMAP Story Maps



https://cmap.illinois.gov/data/transportation/performance-measures/

5.0 Emerging Technologies Policy Brief

Erik Cempel, Cempel ITC

Policy Briefs: Purpose and Format

Policy briefs provide a concise and clear summary of key transportation issues that should be considered in the RTP and serve to foster collaboration with stakeholders and inform decision-making.

- For each policy brief:
  - Describe current state of the practice in the region
  - Identify emerging trends and key issues
  - Find best practices
  - Summarize conclusions for our region
- 15-20 pages

Policy Brief: Emerging Technologies

- Which technologies to consider:
  - What could possibly cause a change in the RTP or how you plan and do business?
  - Does it create a future risk or opportunity you need to mitigate or capture?
  - What could cause a change in projects considered for inclusion in the RTP or in other local/regional plans?

Policy Brief: Emerging Technologies

Initial Focus Topics

Alternative fuels/electric vehicles
- Autos, trucks, buses, bikes
- Environmental impacts
- Subsidy variability
- In-pavement charging

Unmanned Aircraft Systems (UAS)
- Passenger trips
- Package delivery and truck trips
- Infrastructure inspection

Connected and autonomous vehicles
- Land use, parking, traffic impacts
- Trucking efficiency
- Connected infrastructure needs

ITS (latest advancement)
- Signal technology
- Others

Internet and broadband
- Work from home impacts
- Access
- Cybersecurity
- Smart phone applications to help users and collect data

Data centers
- Impacts to land use
- Changes in trip generation

Artificial intelligence
- Data collection
- Project delivery, procurement

Other enhancement to current transportation technology
- Better tunneling
- Faster trains
- Other items

Policy Brief: Emerging Technologies

Topics Overlapping with Other Policy Briefs and RTP Work

Asset management

- Pavement impacts from EVs
- Data collection techniques

Funding/finance

- Technology for roadway pricing
- Alternative fuels impact on MFT

Intercity passenger transport

- Accommodating future technologies in the region

6.0 Adjournment

Next meeting:

August 7, 2025

Location: TBD

Chicago Metropolitan Agency for Planning

Transportation Technology and Operations Coalition

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Aaron Brown

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@cmapillinois







