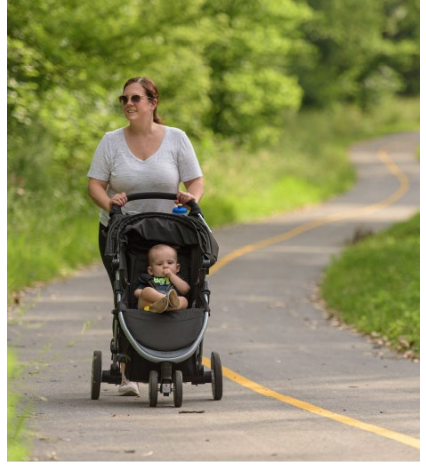
Chicago Metropolitan Agency for Planning

# Transportation Technology and Operations Coalition

**November 5, 2026**

**9:30 – 11:00 a.m.**

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

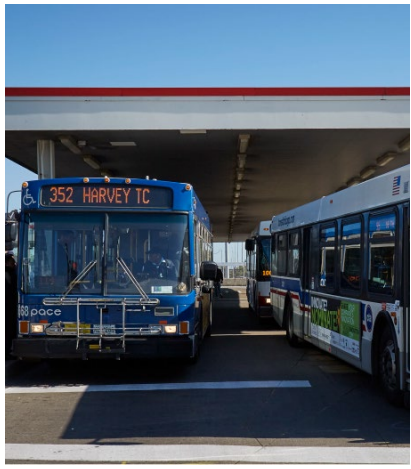






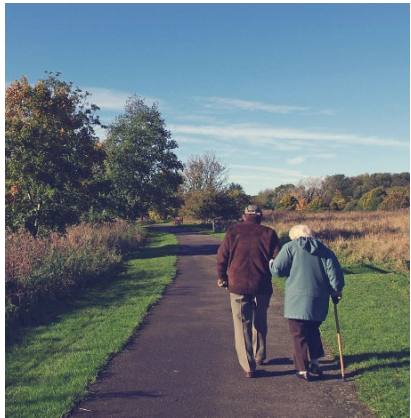








# 1.0 Welcome and announcements

# 2.0 Agency updates

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

# 3.0 2026 Regional Transportation Plan

Noah Harris, CMAP

RTP 2026 Regional Transportation Plan










# 2026 Regional Transportation Plan

Chicago Metropolitan Agency for Planning

# Metropolitan transportation planning process

**Federal-Aid Highway Act of 1962:**
"continuous, cooperative, and comprehensive (3-C) transportation planning process"

- Long-range transportation planning
- Identification of regional priorities
- Distribution of federal funding



2026 Regional Transportation Plan

# The RTP advances regional projects and priorities




RTP 2026 Regional Transportation Plan

# RTP development process

## What is the future transportation system we want?

Goals → Objectives → Performance measures → Targets

## What are the challenges and opportunities to get there?

Future needs → Travel demand → Socioeconomic forecast → Existing conditions

## How will we achieve the transportation system we want?

Strategies → Financial plan → Capital investments → Implementation plan

Chicago Metropolitan Agency for Planning

# Collaboration with implementers

Illinois Department of Transportation

NITA

cta

CDOT
Chicago Department of Transportation

Metra

pace

Seal of Cook County, Illinois, January 1831

The County of DuPage, Wheaton, Illinois

Seal of the County of Kane, State of Illinois, Organized Jan. 16, 1836

Kendall County, Illinois, Est. 1841

Lake County, Illinois, The Official Seal

McHenry County Division of Transportation

The County of Will, Illinois, 1836

RTP 2026 Regional Transportation Plan

# Public and stakeholder engagement




**19** community events



**100+** partner meetings



**3** resource groups



**40K+** social media reach



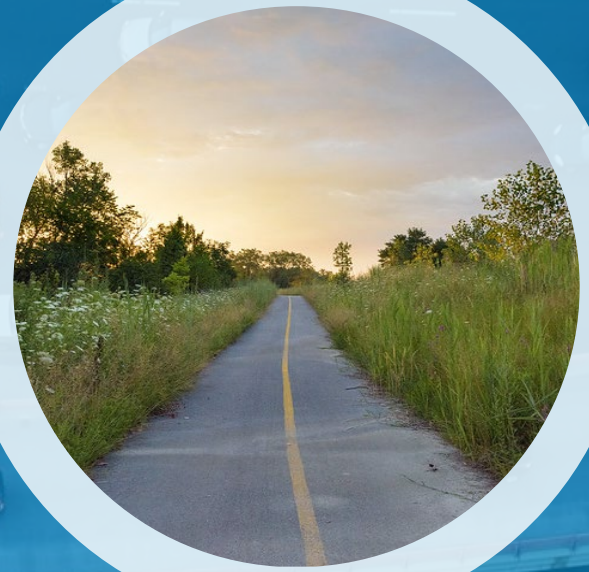

**30K+** newsletter reach

# Inside the 2026 RTP



2026 Regional Transportation Plan












# Our region’s inheritance




# Systemic challenges undercut our potential

- Inaccessible connections
- Unreliable travel
- Traffic deaths and serious injuries
- On-road emissions
- Worsening asset condition
- Rapid cost growth

# RTP goal areas



**Strengthen connections between people and places**



**Prioritize safety and public health**



**Mitigate pollution and invest in resilient infrastructure**



**Support economic prosperity and inclusive growth**



**Strategically govern, fund, and preserve the system**

# Multiple strategies relevant to TTOC

- Improve reliability
- Achieve state of good repair
- Enhance multimodal connections
- Improve freight efficiency
- Deploy intelligent transportation systems
- Prepare for emerging technology

2026 Regional Transportation Plan



# Key takeaways and next steps

- The RTP guides transportation system investments and improvements through 2050
- TTOC plays a vital role in supporting RTP implementation




2026 Regional Transportation Plan

# 4.0 Regional ITS Architecture update

Aaron Brown, CMAP

# 4.0 Regional ITS Architecture update

Review and update existing Architecture items

Add outstanding projects to the Architecture

Update the ITS Architecture website

Updated Executive Summary

# 4.0 Regional ITS Architecture update

CMAP's Intelligent Transportation Systems webpage

Intelligent Transportation Systems - Chicago Metropolitan Agency for Planning

ITS Architecture

https://its.cmap.illinois.gov/

Chicago Metropolitan Agency for Planning

# CMAP Regional ITS Architecture v5.0


Home
Scope
Stakeholders
Inventory
By Physical Object
By Stakeholder
Services
Roles and Resp
Functions
Interfaces
Communications
Agreements
Projects


## Welcome

This Regional ITS Architecture is a roadmap for transportation systems integration. The architecture was developed through a cooperative effort by the region's transportation agencies, covering all modes and all roads in the region. It represents a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region.

The architecture provides an overarching framework that spans all of the region's transportation organizations and individual transportation projects. Using the architecture, each transportation project can be viewed as an element of the overall transportation system, providing visibility into the relationship between individual transportation projects and ways to cost–effectively build an integrated transportation system over time.

The purpose of this regional ITS architecture web site is to encourage use of the regional ITS architecture and gather feedback so that the architecture is used and continues to reflect the intelligent transportation system vision for the region. The menu bar at left provides access to the stakeholders, the transportation systems in the region (the Inventory), the transportation–related functions that are envisioned, and the existing and planned integration opportunities in the region.




Chicago Metropolitan Agency for Planning

Chicago Metropolitan Agency for Planning

# CMAP Regional ITS Architecture v5.0


Home
Scope
Stakeholders
Inventory
By Physical Object
By Stakeholder
Services
Roles and Resp
Functions
Interfaces
Communications
Agreements
Projects


## Will County Centralized Traffic Signal System

### Description

Centralized traffic signal management to enable the Will County DOT to remotely monitor and control roadways under its jurisdiction.
This project shall meet the needs as shown below:
1) Improve east–west and north–south traffic flow across the county
2) Improve signal timing coordination
3) Centralized traffic management
4) Address traffic flow issues along busy corridors

### Status: Planned

### Timeframe: Short

### Stakeholders

**Illinois Dept of Transportation District 1 Bureau of Traffic Operations**
**Illinois Tollway**
**Municipalities/Townships**
**Will County Division of Transportation**

### Inventory

**IDOT District 1 Bureau of Traffic – Arterial Signal Operations**
**IDOT District 1 Traffic Systems Center (TSC)**
**Illinois Tollway TMC (TIMS)**
**Municipal TMCs**
**Will County Communication Infrastructure**
**Will County Field Equipment**
**Will County TMC**

### Services

**TM03–Traffic Signal Control (Will County Centralized Traffic Signal System)**

### Interfaces

| Source | Flow | Destination | Status |
|---|---|---|---|
| Borman Traffic Management Center | device control request | Illinois Tollway TMC (TIMS) | Planned |
| Borman Traffic Management Center | device data | Illinois Tollway TMC (TIMS) | Existing |

# 4.0 Regional ITS Architecture update

Individual stakeholder interviews

- CDOT
- Illinois Tollway
- IDOT
- Metra
- PACE
- CTA
- RTA

# 5.0 West Side Arterial Network Planning – Cook-DuPage

Jessie Carroll, CDM Smith

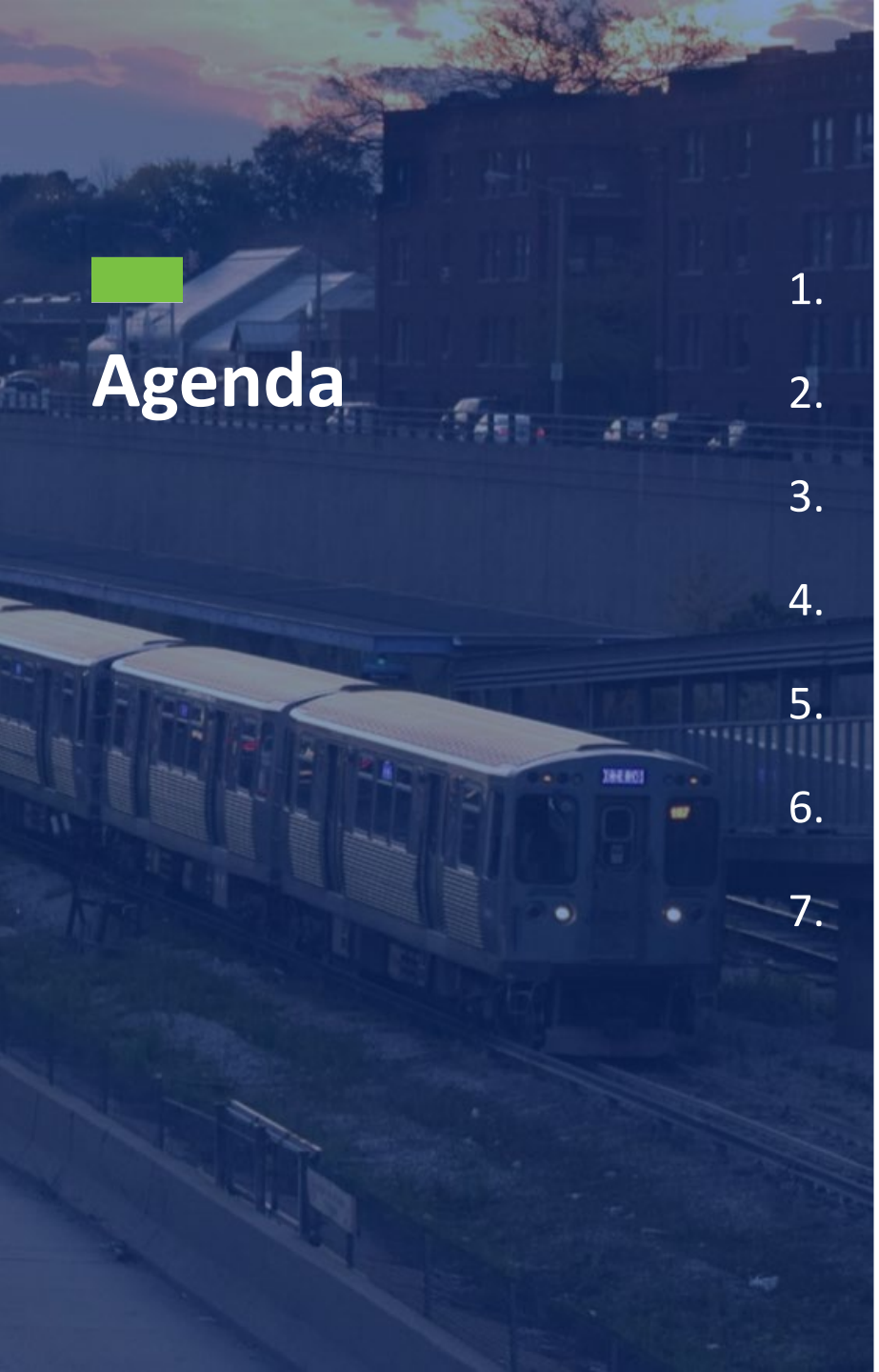


# November 2026 CMAP TTOC

West Side Arterial Network Planning: Cook-DuPage

**Prepared by**
**CDM Smith**

November 5, 2026



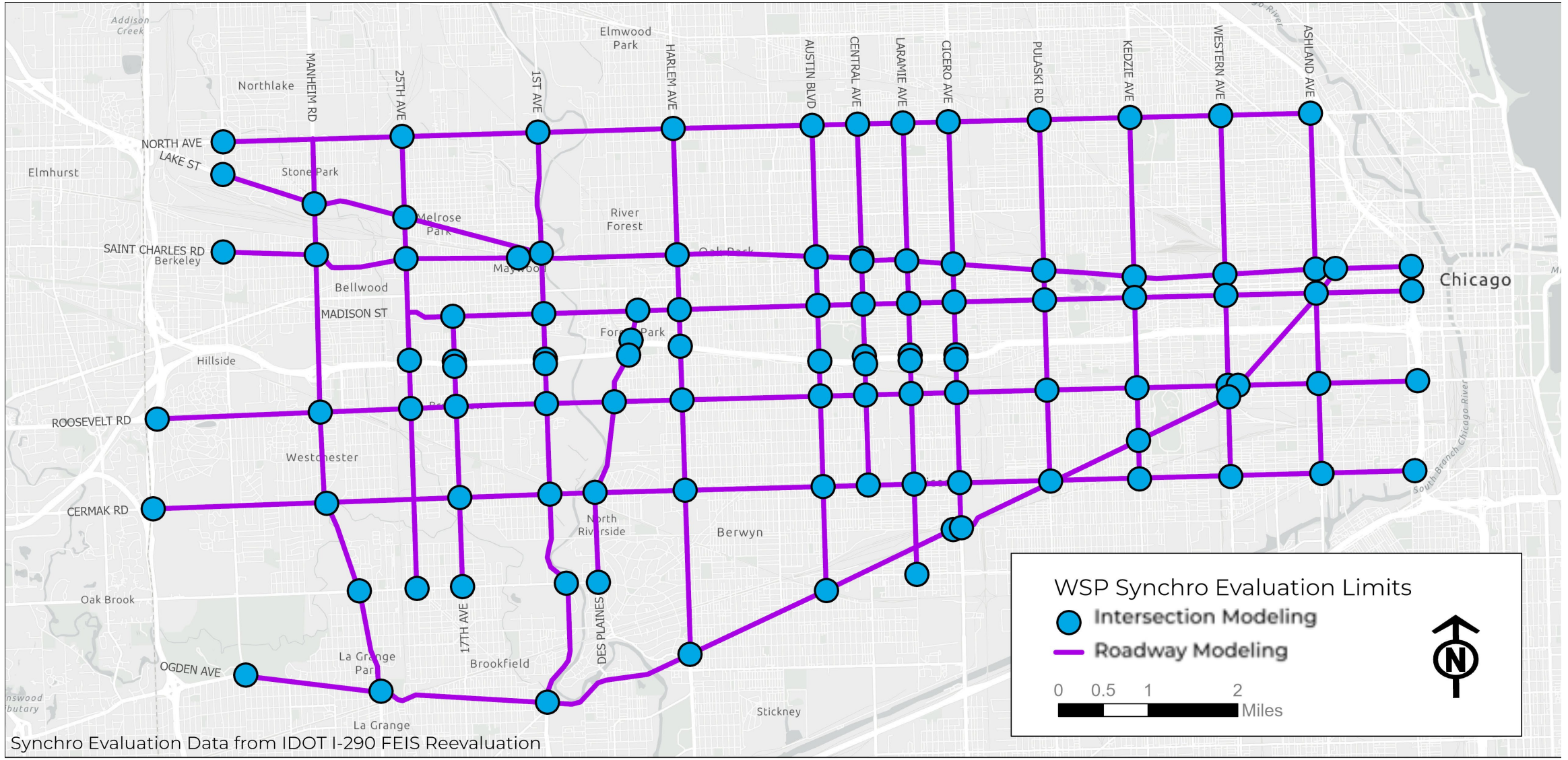
# Agenda

1. Study Overview
2. Current Agency Programs/Projects
3. Stakeholder Priorities
4. Network Analysis
5. Current Project Implementation
6. Leveraging Ongoing Initiatives
7. Open Discussion



# Study Overview

# West Side Arterial Network – Study Area

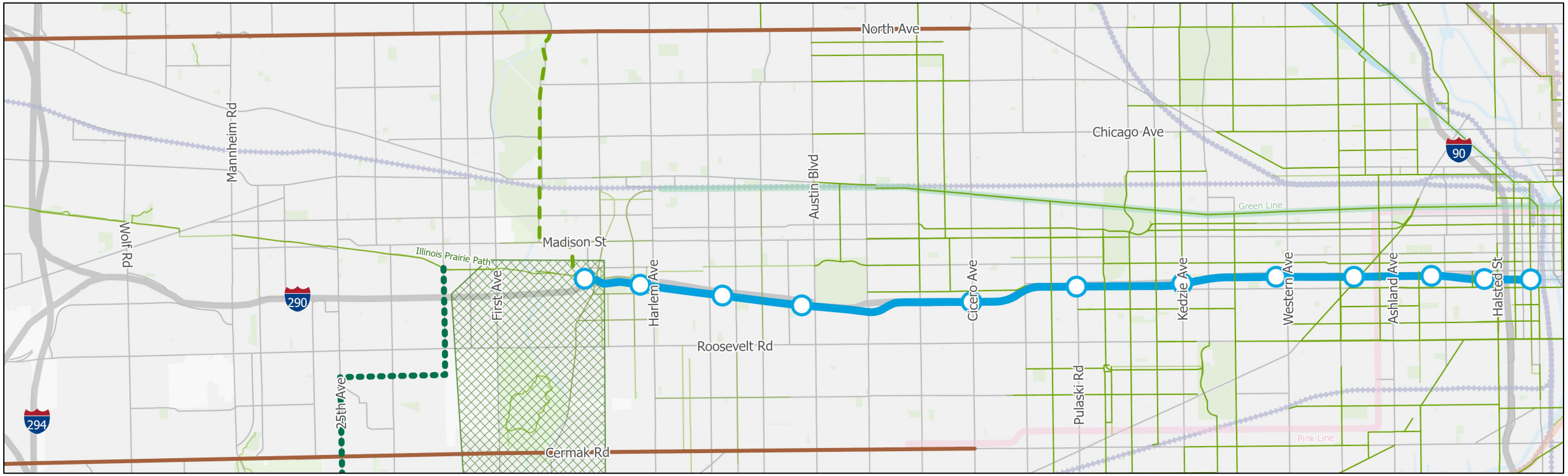



Synchro Evaluation Data from IDOT I-290 FEIS Reevaluation



# Current Agency Programs/Projects

# Cook County Plans




Cook County
DoTH Projects

- Smart Corridors
- DPRT Central Feasibility Study Prefered Alignment
- Cook County Bike Network Study Area
- Existing Bikeways
- Proposed Bikeways
- CTA Station
- CTA Blue Line Forest Park Branch

N

0 0.5 1 1.5 2 Miles

# Planned Projects and Development Areas (in City of Chicago)




Chicago Initiatives

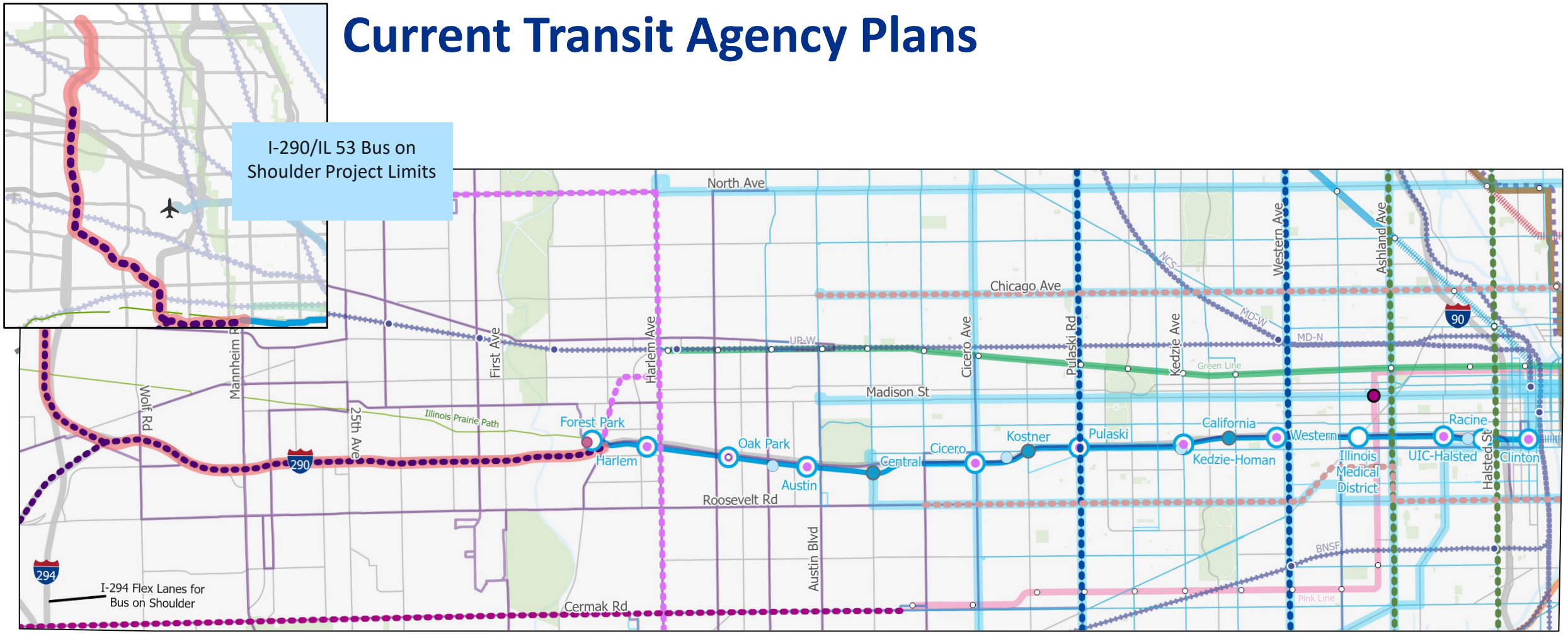
- Madison Station Feasibility Study
- Ogden/Roosevelt/Western Phase I Study
- CREATE WA1 Westside Gateway
- Chicago Cycling Strategy Proposed Bikeway
- CDOT Complete Streets Protected/Buffered Bike Lanes
- Existing Bikeways
- Altenheim Line Study

- CTA Station
- CTA Blue Line Forest Park Branch
- City of Chicago Boundary

Chicago DPD Projects

0 0.5 1 1.5 2 Miles

# Current Transit Agency Plans

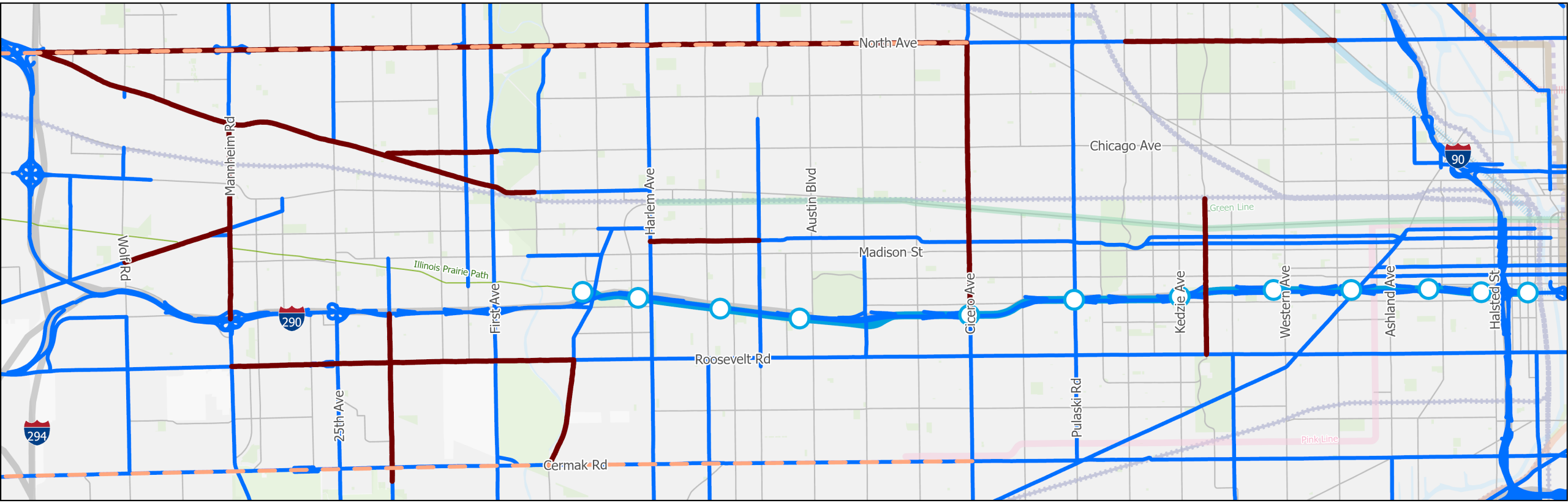



## Transit Agency Initiatives

- Possible CTA Bus Rapid Transit
- CTA Bus Priority Zone
- Future Pace Pulse Corridors
- Pace Pulse Corridor in Planning
- I-290/I-88 Pace Express Study
- I-290/IL-53 Bus on Shoulder
- Existing CTA Bus Routes
- Existing Pace Bus Routes
- CTA Blue Line Forest Park Branch
- Metra Lines
- Madison St Feasibility Study
- CTA Station
- Closed CTA Station Feasibility Study
- CTA Substation Replacements
- CTA Station Improvements
- Forest Park Yard and Terminal Reconstruction

0 0.5 1 1.5 2 Miles

# IDOT Planned Off-System Projects




IDOT-Owned Roadways with Planned Off-System Projects

IDOT-Owned Roadways with Planned Projects

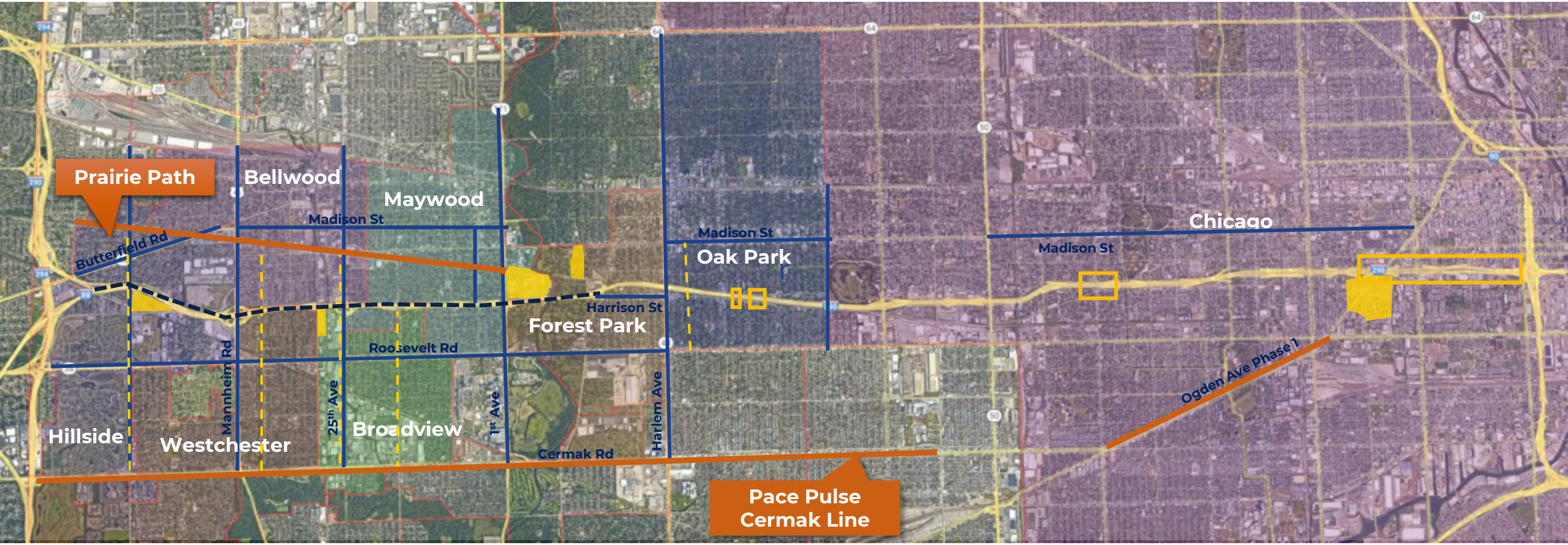
IDOT-Owned Roadways

Smart Corridors

N

0 0.5 1 1.5 2 Miles

# Priority Corridors and Development Areas – Suburban Municipalities




- Local Priority corridor for economic development and infrastructure improvements
- Redevelopment opportunity
- North/South improved connectivity opportunities
- High-Capacity Transit
- Bike/ped corridors



# Stakeholder Priorities

# Identify and Balance Priorities



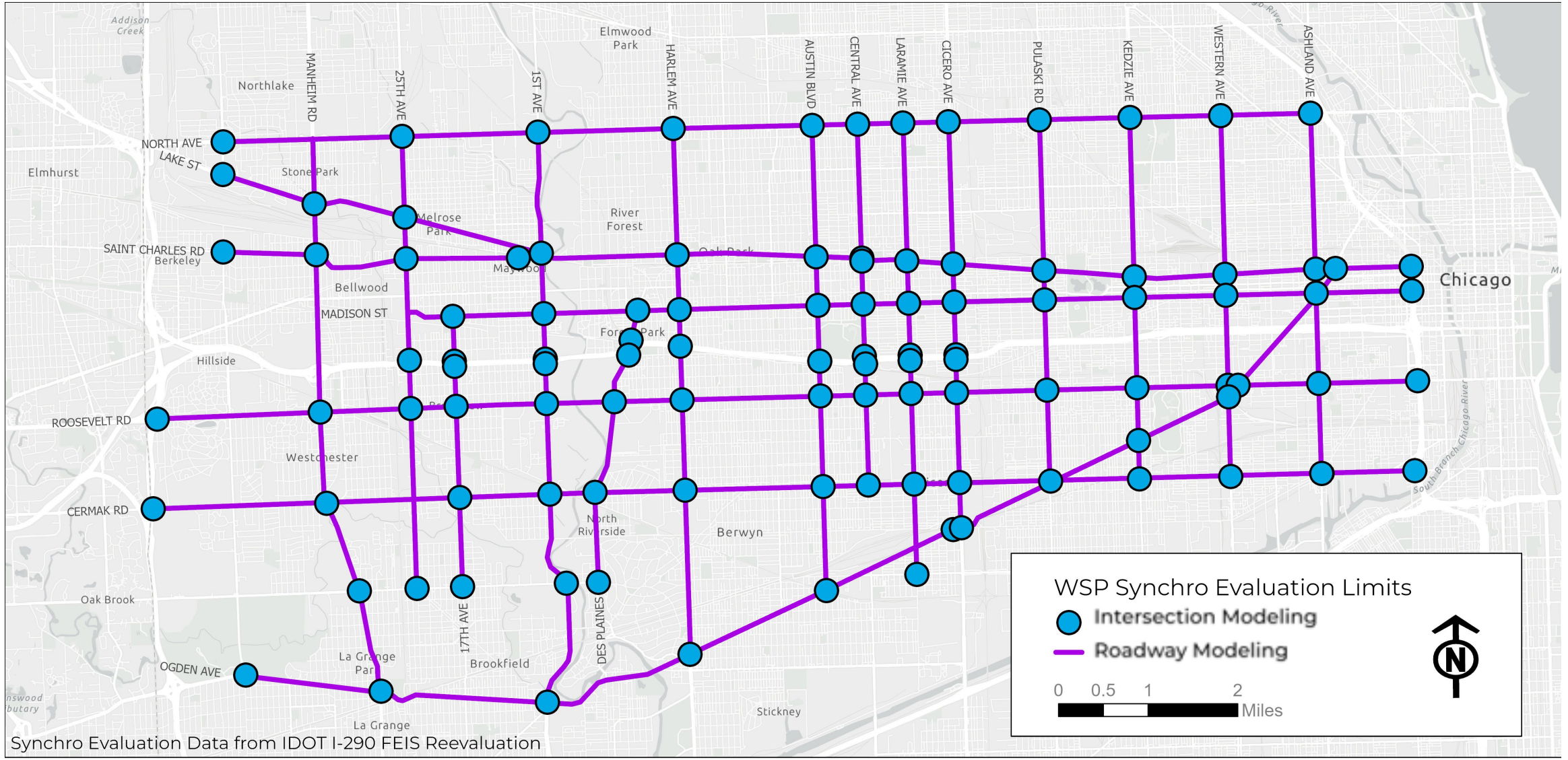


# Network Analysis (Synchro)

# Synchro Analysis – Modeling Assumptions

- Network Model
  - 184 Network Links
  - 119 Intersections
  - Field verified
  - Signal Timings from IDOT & CDOT
  - Calibrated - 2024-2025 traffic counts
- TDM results applied
  - Traffic volume deltas - existing
- Performance Measures
  - LOS – Intersections (Delay)
  - Link Travel Speed
  - Note: Signal Optimization not applied

# West Side Arterial Network – Study Area



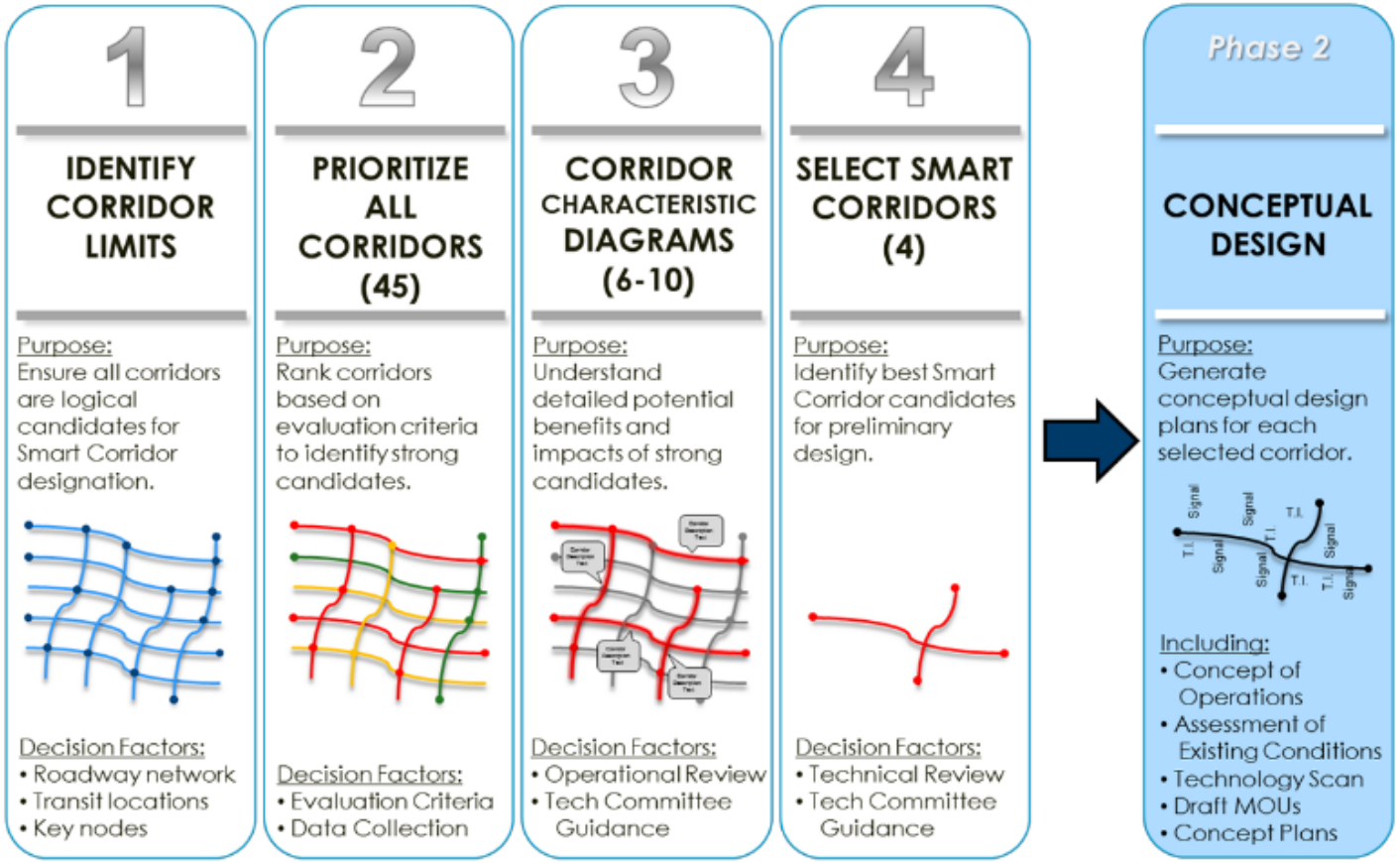

Synchro Evaluation Data from IDOT I-290 FEIS Reevaluation



# Current Project Implementation

# Example Decision Process

Figure 1.1.1 Four Steps to Reach Conceptual Design




**Source: COOK DUPAGE SMART CORRIDORS PLAN AND DESIGN REPORT**

# Multimodal Integrated Corridor Management Strategies

| Multimodal Integration Techniques | |
|---|---|
| **ICM Strategy** | **Benefit** |
| TSP | - Bus Travel Time Reliability<br>- Higher schedule reliability<br>- Encourages mode shift |
| Part & Ride/First -Last Mile Coordination | - Reduces corridor congestion<br>- Improves accessibility for non-drivers<br>- Better utilization of parking resources |
| Freight & Incident Coordination | - Reduces freight delay during peak or incidents<br>- Improves goods movement<br>- Supports regional economic competitiveness |



# Leveraging Ongoing Initiatives



# Leveraging Ongoing Initiatives

## Collaboration Opportunities:

- CMAP ITS Regional Architecture Update
- Safe Streets for All Action Plan Implementation
- County LRTPs
- Others?

# East/West Supporting Routes

| | IDOT | | | | CTA | | | CDOT | | Pace | CMAP | Municipal -Led |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Roadway Improvements (including cycling) | Smart Corridor | Drainage | Regional Arterial TMC | Bus Priority Zone | Bus Priority Corridor | Better Streets for Buses | Cycling/ Complete Streets | Reconnecting West Side Communities | Pulse | Corridor/ Bicycle Plan | |
| **North Ave** | ✓ | ✓ | | | | | | | | ✓ | ✓ | ✓ (Oak Park) |
| **Chicago Ave** | ✓ | | | | | | ✓ | | | | | |
| **Madison St** | ✓ | | | | | | | ✓ | ✓ | | | ✓ (Oak Park and Forest Park) |
| **Roosevelt Rd** | ✓ | | | | | | ✓ | | ✓ | | ✓ | ✓ (Oak Park and Maywood) |
| **Cermak Rd (P)** | | ✓ | | | | | | | | ✓ | | |
| **Ogden Ave (P)** | | | | | | | | ✓ | ✓ | | | |
| **Frontage Roads** | | | ✓ | | | | | | | | | |

# North/South Supporting Routes

| | IDOT | | | | CTA | | | CDOT | | Pace | CMAP | Municipal-Led |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Roadway Improvements (including cycling) | Smart Corridor | Drainage | Regional Arterial TMC | Bus Priority Zone | Bus Priority Corridor | Better Streets for Buses | Cycling/ Complete Streets | Reconnecting West Side Communities | Pulse | Corridor/ Bicycle Plan | |
| **Mannheim Rd** | ✓ | | | | | | | | | | ✓ | ✓ (Hillside, Westchester, Bellwood) |
| **25th Ave** | ✓ | | | | | | | | | | ✓ | ✓ |
| **1st Ave** | ✓ | | | | | | | | | | | ✓ |
| **Harlem Ave (G)** | | | | | | | | | | ✓ | | ✓ |
| **Cicero Ave (G/P)** | ✓ | | | | | | | | ✓ | | | |
| **Pulaski Rd (G/P)** | | | | | | ✓ | ✓ | | ✓ | | | |
| **Kedzie Ave (G/P)** | | | | | | | | ✓ | ✓ | | | |
| **Western Ave (P)** | | | | | | ✓ | ✓ | | ✓ | | | |
| **Ashland Ave (G/P)** | | | | | ✓ | | ✓ | | ✓ | | | |
| **Halsted St** | | | | | ✓ | | ✓ | | | | | |

DRAFT DELIBERATIVE – DO NOT DISTRIBUTE



# Open Discussion

# Question/Discussion

- Are we missing any key programs/Projects or updates?
- Current plans to bridge gaps?
- Signal modernization updates?
- SS4A Action Plans implementation status?

DRAFT DELIBERATIVE – DO NOT DISTRIBUTE



# Thank You




CDM Smith

# Multimodal Integrated Corridor Management Strategies

| Traffic Operations | |
|---|---|
| **ICM Strategy** | **Benefit** |
| Advanced Traffic Management Systems (ATMS) | - Reduces corridor delay<br>- Improves Travel Time Reliability<br>- Lower fuel consumption |
| Integrated Freeway Arterial Coordination | - Reduces incident related delay<br>- Faster incident clearance<br>- Reduces secondary Crashes |
| Ramp Metering Integration | - Improves Freeway Throughput<br>- Reduces shockwave congestion<br>- Balances corridor load distribution |
| Active Traffic Management (ATM) | - Reduces Mainline crashes<br>- Enhances driver predictability and safety<br>- Increases throughput during peak hours |

| Decision Support and Information System | |
|---|---|
| **ICM Strategy** | **Benefit** |
| DSS | - Faster, consistent Multi-agency decisions<br>- Reduces response time to congestion events<br>- Lower delay during events |
| Real-Time Data Integration | - Improves inter-agency coordination<br>- Enables Predictive operations<br>- Reduces redundant data collection costs |
| Performance Dashboards and Analytics | - Transparent performance tracking<br>- Enables quick tuning of operational strategies<br>- Builds accountability and collaboration |

| Multimodal Integration Techniques | |
|---|---|
| **ICM Strategy** | **Benefit** |
| TSP | - Bus Travel Time Reliability<br>- Higher schedule reliability<br>- Encourages mode shift |
| Part & Ride/First -Last Mile Coordination | - Reduces corridor congestion<br>- Improves accessibility for non-drivers<br>- Better utilization of parking resources |
| Freight & Incident Coordination | - Reduces freight delay during peak or incidents<br>- Improves goods movement<br>- Supports regional economic competitiveness |

| Communication and Institutional Techniques | |
|---|---|
| **ICM Strategy** | **Benefit** |
| Unified Operations Framework | - Faster Interagency Reponses<br>- Reduces operational conflicts<br>- Clear accountability and performance tracking |
| Data Sharing & Inter-Agency Agreements | - Cuts duplication of infrastructure<br>- Enhances cooperation<br>- Enables scalable ICM expansion |
| Pilot & Phased Deployment Approach | - Reduces implementation risk<br>- Provides early performance feedback<br>- Builds confidence for larger scale investment |

# 6.0 2027 TTOC priorities

**Visit: www.menti.com**

**Enter code 7890 7476**
**or scan the QR code**

Chicago Metropolitan Agency for Planning

# 7.0 2027 meeting dates

- February 4, 2027
- May 6, 2027
- August 5, 2027
- November 4, 2027

# 8.0 Adjournment

Next meeting: February 4, 2027

Chicago Metropolitan Agency for Planning

# Transportation Technology and Operations Coalition


## Noah Harris

nharris@cmap.illinois.gov

## Aaron Brown

abrown@cmap.illinois.gov


@cmapillinois







