



**Air Quality and Transportation Management
Task Force**

**Meeting Announcement &
Annotated Agenda**

October 20, 2005

1:00 PM

Cunningham Williams Conference Room
Chicago Area Transportation Study
300 W. Adams, Chicago, IL 60606
Suite 200

<u>Agenda Item</u>	<u>Descriptions</u>	<u>Staff</u>	<u>Time</u>
I	Introductions	All	
II	Notes of April 26, 2005 Meeting See Attached	All	
	Old Business		1:05 PM
I	Report: Partners for Clean Program Mr. Stuart will report on the recently concluded summer air quality campaign and brief the Task Force on the introduction of PM 2.5 into the program. Task Force Action: No Action Required	Darwin Burkhart, IEPA	
II	Non Central City Park n Ride Lots Staff informs the AQTM that CATS and the Park n Ride Lot Working Group have completed the review of consultants for the Phase 1 Feasibility Engineering. It is anticipated that contract negotiations will be completed for initiation of the project in early 2006. Task Force Action: No Action Required.	A. Nicholas	
III	TM&O Specific Plan Staff will report on the results of the September meeting of the Working Group tasked with overseeing the development of this Plan. Task Force Action: No Action Required	T. Vick	

IV Traffic Signal Interconnect Inventory D. Rice
Staff will update the Task Force on the progress of this inventory of the extent and management of the region's interconnected traffic signals.

V Emergency Ride Home S. Misek, UIC/UTC
UIC Staff will report on this project. The ERH program has been included in the FY 2006 CMAQ program in the amount of \$276,000. A number of business plans will be presented for discussion. Comments on these plans will be used as guidance by the ERH Working Group, in finalizing this program. Funding availability is anticipated for November.

Task Force Action: Guidance to Working Group

VI Transit Assistance Module for Planning J. Rodriguez
CATS staff will provide a demonstration of this new transportation service planning tool. This is one of 2 to 3 module's schedule for completion by June of 2006 as part of the CATS UIC IGA for RM 21 system maintenance and development. This module was developed with the guidance of the RTA, Pace, Metra and CTA. See UWP Discussion Below.

Task Force Action: No Action Required

VI TDM Annex to the Chicago Central Area Evacuation Plan. J. Rodriguez
CATS staff will report on the adopted Annex to the evacuation plan, and provide highlights of its major elements. Please note that the Plan itself cannot be made available as it is embargoed as a sensitive document. Staff will discuss and request guidance on the public information brochure now being developed.

Task Force Action: Guidance to Development Group.

New Business 2:30 PM

I FY 2007 UWP Core Program T. Vick
D. Rice
J. Rodriguez

Staff has prepared and submitted 6 projects for inclusion in the Core UWP program for the MPO. These are:

- TM&O Planning and Implementation
- Regional Baseline Data and Inventory
- Regional PAQB Development and Tracking
- Regional Rideshare Services Program
- Rideshare Services Support
- TAMP Gamma Test – Randall Road Corridor

Task Force Action: Review, Comment & Acceptance

Air Quality and Transportation Management Task Force

DRAFT **Meeting Notes**

for the

April 26, 2005

Held at 10:00 AM

Cunningham Williams Conference Room
Chicago Area Transportation Study
300 W. Adams, Chicago, IL 60606

The attached annotated agenda for the April 26th meeting is made a part of these notes.

- I Introductions The Meeting Initiated at 10:00 AM.
 & Attendees.

Task Force Members Attending

Tim Grzesiakowski	Hewitt Associates, LLC
Gary Foyle	Metra
Taqhi Mohammed	Pace
Mary Kay Christopher	CTA
Holly Ostdick	CATS COM
Nick Pappas	DuPage Co. EDP
Larry Deeter	CTA Service Planning
Mark Pitstick	RTA

Excused None

Interested Parties Attending

CATS Staff Attending

Bill Kiley
Dan Rice
Tom Vick
Ross Patronsky
Bill Kiley
Mark Thomas

II January 19, 2005 Meeting Notes. The notes of October 13, were accepted, as presented.

Anyone having additional comments can contact either Tom Vick or Dan Rice at CATS.

Old Business

I Non Central City Park n Ride Lots. CATS staff noted that a CMAQ grant for feasibility engineering (pre phase 1) for this project had been granted by the CATS Policy Committee. Staff has held a pre project meeting with IDOT District 1, and a scope of service is being prepared. This project will be a consultant project directed by IDOT. Staff noted that in discussions with Pace, it is recommended that 1 of the potential lots be in the south suburbs. A location that provides access to both I 57 and I 294 is under consideration. RTA asked is this not a variance from the original approach of focusing on the Schaumburg core for the first set of suburb to suburb lots. CATS noted that the second phase demand analysis for the Oak Brook core has been completed in draft and that this location service suburb commuting as well as meeting a Pace objective of construction mitigation. It was also requested as to whether CATS has initiated a construction grant request of CMAQ. Staff noted that this would be more appropriate for next January given the lead time required in accomplishing a consultant study.

CATS staff outlined the composition of a Working Group to guide this task. This being IDOT District 1, IDOT OP&P, ISTHA, County Highway Superintendents, CATS Mayors Council Representative, local municipal government representatives from involved interchanges, Metro Mayors Caucus given their Clean Air Counts Campaign, RTA and Pace. As with all other task forces a broader group will be invited. The Task Force concurred in the staff recommendation to form a Working Group.

Please direct questions and inquires to Tom Vick at 312/793-5554 or Art Nicholas at 312/793-3478.

II TM&O Specific Plan Development. CATS staff noted that the kick off meeting for TM&O Specific Plan development took place on 3/29. Notes and response to comments from the Break Out groups reviewing both the definition of TM&O and the 2030 recommendation to the RTP have been prepared and will be mailed shortly.

Please direct comments, questions and inquiries to Thomas Vick at 312/793-5554, or Ari Iris at 312/7930-0426.

III Emergency Ride Home (ERH). No report from the UIC / Urban Transportation Center (UTC) staff was presented. CATS staff noted that a CMAQ grant is pending for the UIC to undertake this program for an initial period.

Please direct comments, questions and inquiries to either Shamus Misek (312/413-2958) or Karen Allen (312/413- 9612) at the UIC / UTC.

New Business

I UWP Status Report CATS staff noted that the UWP development process has been completed. It was reported that the TM&O Division would have no new initiatives funded from the FY 2006 UWP. The program as it currently stand does not include funding for the maintenance of the RM21 software system at UIC after 12/31/2005. Funds were also not made available to support the effort to develop the TM&O Specific Plan nor determine the state of the art in arterial traffic monitoring. This latter project was to be accomplished through CATS current UIC IGA move the region toward traffic monitoring on arterial as is currently accomplished for expressways. The TM&O Specific Plan will be scaled back to reflect only necessary tasks to develop a plan. A small advisory group of the Working Group for TM&O Specific Plan development will consult with staff on how best to accomplish the plan. For all of these activities CATS Staff is investigating alternate funding sources. However, it was noted by staff the staff of the Division is fully funded, and that a number of FY 2004 UWP funded programs are being finally processed. These being the Ramp HOV restudy of the South Study Area, with an expanded study area having north limits at 31st inbound on the Dan Ryan expressway, and for Northwest Study Area on I 290 and IL Rt. 53.

Please direct comments, questions and inquires to Tom Vick at 312/793-5554.

II Traffic Signal Interconnect Inventory CATS staff presented a brief update on the progress regarding the Signal Interconnect Update and Working Paper. CATS has maintained a regional inventory for Signal Interconnect (SIGIC) Systems for several years. Currently, the SIGIC Inventory is primarily a geographic database, with some descriptive information. Since some of this information may be dated, and there may be some recently implemented signal systems that may not be in the regional inventory yet, we are currently working toward a region-wide 3 step update process:

- 1) Verify and update in the current database,
- 2) Add coordinated signal systems not already inventoried, and
- 3) Expand the database with selected funding and operational information

The planned Working Paper will summarize the current database, describe the on-going update process, and summarize recent national and regional initiatives.

Tom Vick also noted that staff has met with Lake County Division of Transportation and is in the process of meeting with other regional agencies to structure a useful database structure. Taqhi Mohammed noted that Pace's TSP Working Group is interested in any work related to updating the signal inventory, and will also find it useful to have additional information on programmed and planned signal interconnect projects. Staff noted that while some update of the signal inventory may result, it is not a major goal of this work; however, the SIGIC update process intends to include a TIP review, and to identify projects that may be funded from other sources.

Please direct comments, questions and inquires to Dan Rice at 312/793-7432.

III Variable Speed Limits Professor Joseph Schofer, Professor of Civil Engineering & Transportation, at the Transportation Center of Northwestern University presented his research and studies to date pertaining to Variable Speed Limits. The slides for this presentation are attached to the notes. VSL's can be defined as managing the speed of traffic in response to traffic conditions – weather, traffic congestion and work activity. This is now a capability do to the developing ITS system. Drivers tend to travel at the maximum speed possible, and as such when slowed send reverse shock waves back through the traffic flow. It is these shock waves that reduce the carrying capacity of an expressway. Weather and incidents beside just slowing and accelerating vehicles cause this condition. VSL systems when deployed have 4 components – Detection, Decision Algorithms, Dissemination and Display (VMS signs). Professor Schofer outlined the basic algorithm for system operations. The effect is to “feather” the traffic or reduce the speed variations for individual vehicle thus smoothing the flow of traffic. The configuration required to accomplish this is advance sensing of speed, gradual speed reduction, and then maintenance of the reduced speed. The effect is to close the gap between vehicles.

The application of VSL on the London M-25 expressway was reviewed. It was noted that speed is set per lane, but that segment speeds appear to be just as effective. (see slide 13). In this slide the circled speeds are required travel speeds, and the camera on the VMS notes that enforcement is by video surveillance. Results of this application, highly supported by the public, are that speeds more closely approximate posted limits, less stop and go traffic, and reduced crashes. This has the effect of reducing fuel consumption (reduced emissions) and increase expressway capacity. The latter increases the efficiency of the system.

Enforcement was reviewed. VMS through video enforcement increase the probability of a citation being issued. This, however, has not been a deterrent to public acceptance as travel benefits have been achieved. The distinction in enforcement using video is that the driver of the vehicle does not receive a moving violation ticket. The vehicle is ticked with a violation ticket, like a parking ticket – the vehicle was speeding. Further, it can be used to balance speed with conditions. If a route is posted at 55, but design allows 65, then speed can be varied up as well. England and other European countries are actively pursuing this active transportation management strategy. Currently, NU Transportation Center is working on a demonstration project with Penn DOT.

The Task Force, expressed positive interest in this transportation system management. Staff noted that if possible they would include the evaluation of this strategy in the up coming re-evaluation of the South Are Ramp HOV Study.

Mext Meeting Date July 12, 2005 at 1 PM at CATS..

Adjournment The meeting was adjourned at 11:45 AM.

