

DRAFT

TM&O Specific Plan Working Group – Meeting Notes

Date: January 24, 2006
Location: CATS
Time: 1:00 PM to 3:00 PM

File: O/TM/TM&O Plan/Agenda&Notes/ 0124_2006 Meeting/0124_2006 Meeting Notes

Attendance:

Working Group Member:	Holly Ostlick	CATS COM, McHenry County DOT
	Dean Mentjes	FHWA
	David Tomzik	Pace
	Tunde Balvanyos	Pace
	Julie Anders	NIRPC
	Dave Chandler	CNT
	Michelle Ryan	RTA
	Kate Agasie	Mayors Caucus
	Kris Skogsbakken	Pace
	Tony Khawaja	Lake County DOT
	Maria Urban	Metro 2020
	Brenda McGruder	CDOT
	David Fronczak	CTA

CATS Staff	Tom Vick
	Dan Rice
	Art Nicholas
	Jose Rodriguez
	Gerald Rawling

The annotated agenda for this meeting is made a part of these notes, as attached.

I Meeting Notes – September 27, 2005. The notes of the September 27, 2005 meeting were presented for comments. No comments were made. The notes were thus found acceptable.

II Developing the regional vision for TM&O for 3 time periods.

CATS' staff introduced the discussion by reviewing the status of items within the TM&O Specific Plan by level of completion, noting that the development schedule call for soliciting proposals for the development strategy area of the plan. The current status of completion is:

- Introduction: Ready for drafting
- Vision Statement: Reviewed by AQTM and ready for drafting
- Guidance: Substantially complete and will be included in strategy solicitation package.
- Definition of TM&O: Accepted by AQTM and ready for drafting
- TM&O Objective Measures: Accepted by AQTM and ready for drafting
- State of the Current System: Not including traffic signal interconnect (which is substantially complete), approximately 70% on congestion data, and 40% on inventory requiring additional coordination with CTA and METRA. This area has been hampered due to staff attrition.
- Regional Strategy Development: To be initiated in February 2006.

It was noted that for conformance with the RTP the regional strategy for TM&O needs to have 3 time horizons – short, middle and long-range out to 2030. Further, a long-range element may be initiated in the short term to allow for development.

To initiate this discussion staff then review parallel elements of the RTP system development process update. These were: Guiding Principles – consistency with project development process, alternate proposals, and proposals that are within the context of the 2030 RTP. And, proposals that meet financial considerations by: maintaining the existing system, positively effect a strategic regional system, short lead time to implementation, and corridor recommendations.

****Staff requested that the Working Group use this meeting to discuss what is a regional strategy for TM&O development. It was noted that the RTP has a focus on projects that accumulate into systems. The TM&O could take the reverse approach and develop systems that devolve down into projects, or be a combination of both. Staff then turned the meeting over to the Working Group and participated as monitor. The Working Group developed the following comments to frame the strategy development process.

The TM&O Specific Plan development working group was requested to discuss the conceptual framework within which the program development element of the plan would be guided. The question raised by CATS staff was one of whether or not the original construct of requesting projects from which a system would be developed should be modified at this time due to work completed so far for the plan. An alternate approach might be to request system approaches or the development of a combination of projects and systems.

The following is a bullet point summary of the discussion that took place between those in attendance.

- Develop a mobility network to improve system reliability.
- Address barriers to optimizing the system such as state laws that prohibit shoulder riding for buses.
- TM&O strategies for system and demand management and freight operations should be applied on a corridor basis.
- Identify high priority locations for strategy applications, such as where transit bus shoulder riding would be allowed.
- Group together packages of TM&O strategies for a corridor and as such avoid blanket or all-over attempts to implement.
- Provide means by which packages of TM&O strategies are jointly managed in a corridor.
- Recognize the interdependence of strategies when packages are developed.
- Northeastern Illinois should evaluate the approaches being applied in the San Francisco Bay area of California through the Smart Corridor Project.
- The goal of TM&O should be clearly identified, and methods (strategies) to achieve this goal determined and responsible parties (Metra, CTA, Pace, CATS, IDOT, ISTHA and other transportation system operators and service providers) organized to implement the strategies.
- The object is one of moving people and freight better (i.e., more efficiently).
- Initially, it may not be necessary to quantify an objective measure to achieve, but state this as a plan objective to have identified within the short term, say 2 years out. Then allow for period review and adjustment.
- The packaging of strategies into a corridor will require coordination agreements.
- Objective or criteria of improvement areas needs to be identified, one would be VMT growth reduction, such as proposed by the RPB.
- These objectives need to be stated in a publicly understandable form such as, “get to work faster.”
- Other criteria would be reducing the number of trips, say per household.
- This has a land use ramification.
- The factors people need to consider when they buy a home need to be increased to reflect real traffic congestion on Monday through Friday. Or, home sales could be limited on weekends as car sales are, thus forcing people to travel in congestion to the development, on a weekday.
- We need a BRT network plan. This recognizes that Pace has a problem in affecting suburban travel.
- The effectiveness of a system element might not be totally related to the density of traffic flow, say on an arterial. For a TM&O strategy to be effective the added element of the nature of the land uses along a route or within a corridor might be just as important to achieving an effective improvement in system operations.
- This is a land-use implication, corridor-oriented development.
- Are not we discussing a TM&O framework, which defines the M&O strategies to be applied after evaluation, through the implementation of a planning approach that results in strategies to implement and a management framework capable of achieving implementation?

- This really states a need to address how we make decisions, the effect of decisions and public review.
- Decisions in the planning process – what is the system by which we make land use and transportation decisions?
- This decision-making process should aim toward a plan that reduces the level of air pollution by working in objective areas (reduced travel) which help achieve other objectives such as economic development.
- The RPB's statement on reducing VMT growth is an objective area.
- TM&O planning is affected by local land use decisions; if this cannot be linked, trends of travel need to be addressed. New transportation services should be reviewed to determine if they encourage sprawl.
- The land use recommendations of the TM&O should recognize that local government in northeastern Illinois basically controls the development process.
- Projects can then be viewed comparatively (x versus y) or synergistically (x plus y) to determine possible benefits.
- Land use recommendations should be a result of the TM&O planning process.

This summary was forwarded to those in attendance on January 27, 2006 for review and direction on how to proceed in developing this section of the plan.

Please direct comments, questions and inquiries to Tom Vick at (312)386-8818.

IV Status of the Traffic Signal Interconnect Inventory and use as a Planning Tool

CATS' staff provided a short summary regarding the progress and current status of the Signal Interconnect Inventory update. Due to time constraints, and since there were a number of new people in attendance, it was noted that additional background was provided at the AQTM Task Force's January 19 meeting, and ATQM meeting notes will be attached with notes from this meeting.

In May 2005, CATS initiated an agency outreach process to update the Signal Interconnect (SIGIC) inventory. The operating agency feedback was compiled and incorporated as it was received, resulting in a completely restructured GIS coverage, and a new Access database for system-specific information. Currently, the inventory contains 451 records with 25 records pending additional information, leaving 426 reported in-place SIGIC systems that include over 2,900 signals, covering 741 miles of roadway. Based on information reported by the agencies and CATS research, Dan provided a few examples of observed regional trends: 61% have a fiber optic communication system; 20% include an at-grade rail crossing; 33% are within .5 miles of an expressway interchange; 29% of the Strategic Regional Arterial system includes signal interconnect systems. He also noted that it appears 30% of systems in the region have received CMAQ funding, and 41% had TIP funding, indicating that a large number of interconnect projects are funded in other ways than as specific projects in CMAQ or the TIP. These types of indicators may be useful in developing the SIGIC inventory as a planning tool in order to identify current trends and focus on critical aspects for further consideration.

Dan noted that there may be opportunities to support agencies as they work to develop their individual systems.

Staff plans to present a draft SIGIC update working paper at the next AQTM meeting in April.

It was noted that this inventory and the planning activities proposed by CATS staff would be a major element of the TM&O Specific Plan.

Please direct comments, questions and inquiries to Dan Rice at (312)386-8770.

V Next Meeting

The next meeting of the TM&O Specific Plan development working group is scheduled for March 28, 2006 at 10:00 AM.



Transportation Management & Operations Specific Plan Development Working Group

January 24, 2006
1 PM to 2:30 PM
The Chicago Area Transportation Study
233 S. Wacker Drive
Suite 800
Chicago, Illinois 60606
Williams-Cunningham Conference Room

Meeting Agenda

<u>Agenda Items</u>	<u>Attachments</u>
I Introductions	
II Meeting Notes – September, 2005 Meeting All	A
III Developing the regional vision for TM&O for 3 time periods	
<p>This discussion will initiate with a staff review of the 3 plan development areas of the writing outline for the TM&O Specific Plan.</p>	
All	B
Work Group Objective	Finalization and Acceptance.
<p>The purpose of this discussion is to determine the nature and direction to be followed in soliciting management and operations strategies and initiatives to be included in the plan. We have discussed this process in general in the past, so for this meeting we will finalize this discussion for staff to prepare the solicitation. The documents provided to the 2030 RTP update committee are attached and will be review. The purpose of this review is to provide for consistency of approach between the RTP and the TM&O specific plan which can be adopted as an element of the RTP. I have included as attachments three documents for your review that guide selection and prioritization of RTP projects.</p>	
	C,D&E

The last attachment for discussion is the original project solicitation form as proposed in 2004.

F

Work Group Objective

Review and Modify to reflect management and operations objectives

The final element of this item will be directions to the staff on proceeding with TM&O project solicitation

Work Group Objective

Direction to staff

Next Meeting Date

TBD