



Chicago Metropolitan Agency for Planning

SUMMARY OF MEETINGS

May 25, 2007 – July 26, 2007

The agendas and minutes for all meetings are posted in the “Committee” section of the CMAP website, www.chicagoareaplanning.org

Advanced Technology Task Force

Chair: Dave Zattero & Duana Love

CMAP Contact Person: *Claire Bozic*

Meeting Date: *June 13, 2007*

Urban Partnership Technology Components Summary. The region’s Urban Partnership proposal (<http://www.catsmpo.com/prog/cms/urban-partnership-submittal.pdf>) was submitted by IDOT and included input from RTA, Metra, Pace, CTA, Chicago OEMC and others. The northeastern Illinois region was not selected by USDOT as one of the ten regions that would be considered for funding under the Urban Partnership program. Successful applications included high occupancy toll lanes and New York City included a cordon pricing element. Although the application was unsuccessful, the region will continue to work on many of the application's individual projects.

Regional ITS Architecture Update. The group was given a report on the second task of the ITS Update Project. The task consisted of four functional group meetings (Transit Management, Expressway Management, Emergency Management & Security, Arterial Management) to gather architecture changes. The meetings were structured in two parts. The first part was a group discussion to gather information on potential ITS changes while in the second half the information flow diagrams were examined to determine if they were correct. The preliminary information that was gathered during the meetings is listed here http://www.catsmpo.com/agenda/atf/attachments/2007-06-13_arch_updates.xls. The majority of the remaining work will be completed over the next 60 days. During this period, additional stakeholders will be contacted to clarify issues.

Computer Aided Dispatch Delcan & ISTHA staff presented an overview of the benefits and challenges of integrating CAD (computer aided dispatch) information into traffic management. This system shares information about roadway incidents between law enforcement and traffic management agencies. CAD reports consist of incident information that is compiled by law enforcement agencies. From a traffic management perspective the benefits of CAD/TMC integration include improved incident detection; faster response time; better/more timely updates; improved interagency coordination; improved event records; improved personnel management. The system in use does not yet determine the best response routes but serves as another form of detection. Many times the ISTHA TIMS (Traffic Incident Management System) is the first to detect and send notification an incident. In 2006, TIMS was the first to report an incident 989 times and TIMS assisted to dispatch 2382 times. The group discussed the associated issues of privacy, data distribution, data filtering, "closing" the incident, archiving and the important issue that police must buy into the system and so must be educated about how the system also benefits law enforcement.

Transit Signal Priority CTA and Pace gave presentations on two of their current projects: the Pace Harvey Transportation Center Transit Signal Priority (TSP) initiative will implement TSP in the vicinity of the Harvey Transportation Center. The CTA X49 Western Express service will attempt to demonstrate the feasibility of TSP within a busy corridor, and build a local knowledge base of bringing TSP projects to the implementation and operation stages, coordinating efforts between transit agencies and signal operators and optimizing the benefits of the system. Both projects will equip buses operating along the route with emitters that will allow traffic signals to detect oncoming buses. Selected signals along the route will be equipped with additional software and hardware to help the signal controllers process the priority requests, and with detectors to alert signal controllers to bus arrivals. A similar program in Los Angeles decreased travel times by 8% and could reduce the number of buses and drivers needed on a route.

Regional Traffic Signal Inventory CMAP staff gave a status report on progress of the regional traffic signal inventory. This database is being developed in cooperation with RTA, IDOT, the counties and some large municipalities. The signal locations have been mapped to be consistent with aerial photographs. An element that is missing right now is information on municipal signals in most of the municipalities.

The next ATTF meeting is scheduled for Wednesday, August 29, 2007 at 10:00AM.

Bicycle & Pedestrian Task Force

Chair: Tom Rickert

CMAQ Contact Person: *Tom Murtha*

Meeting Date: *July 11, 2007*

The Task Force discussed CMAQ proposals, and recommended that the CMAQ Committee consider information collected regarding such issues as consistency with regional plans, connectivity, and completing missing gaps in systems, along with its primary ranking criterion of \$/ton of VOC's eliminated. Staff later transmitted this information to the Committee as requested by the Task Force. Other proposal evaluation issues, including sidepath suitability and bicycle and pedestrian level of service evaluations for CMAQ traffic flow improvements, were left to future discussions. The Task Force also discussed project implementation and subregional planning, including a presentation of the recently completed subregional bikeway plan for the North Shore and Northwest regional councils.

CMAQ Project Selection Committee

Chair: Patricia Berry

CMAQ Contact Person: *Ross Patronsky*

Meeting Date: *May 25, 2007*

Four cost and/or scope changes were approved. One project was transferred from the University of Illinois-Chicago to Pace. Two projects were withdrawn.

Meeting Date: *June 26, 2007*

The Committee reviewed preliminary cost/benefit rankings for FY 2008 CMAQ proposals.

One cost changes was approved.

Meeting Date: *July 17, 2007*

The Committee recommended a proposed FY 2008 CMAQ program for Transportation Committee consideration. The Committee approved a mark of \$55 million for new projects.

One project scope change was approved.

Intermodal Advisory Task Force

Chair: Tom Zapler

CMAP Contact Person: *Brian Rademacher*

Meeting Date: *June 28, 2007*

The Intermodal Advisory Task Force had a successful meeting. Dan Laine, Manager – Import & Domestic Inbound Transportation with Walgreen's presented as part of the speaker series. He explained the transportation structure of Walgreens and their use of Intermodal transportation for shipments in the Chicago Metropolitan Area as well as the nation. Through the course of his discussion he highlighted some major difficulties Walgreens may face in the Chicago Metropolitan region, for instance it takes three to four days for freight shipments to get through Chicago and making truck deliveries on time continues to be a challenge. Mr. Laine's presentation ended with recommendations namely, revising city ordinances that prohibit deliveries during off-peak hours. This would reduce trucks caught in rush hour traffic and keep truckers from paying peak tolls. Revise the toll way IPASS for trucks, which has caused several complications for truckers and companies' accounting departments. Another recommendation was to locate Intermodal yards closer to cities. This would reduce excess charges spent transferring containers and lost time in moving them from the rail yard to the store.

On Thursday August 2nd, CMAP will host an open discussion between the Metropolitan Mayors Caucus and The Illinois Truckers Association to discuss issues of delivery times, traffic congestion, and air quality.

On August 30, Mr. Stu Reed from Motorola will present at the Intermodal Advisory Task Force meeting.