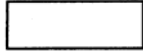




Chicago Area Transportation Study



MEETING NOTES

Project: *Implementation of the ITS Component of the RTP (UWP-5328.02)*
Task Force: *Advanced Technology Task Force*
Date: *February 15, 2005*
Location: *CATS, 233 South Wacker Suite 800, Chicago, IL*

David Zavattero, Chair
Duana Love, Co-Chair

Attendees

Members:	Marty Anderson	<i>IDOT Elec. Op.</i>	John Dillenburg	<i>UIC</i>
	Jeff Galas	<i>IDOT TSC</i>	Ken Glassman	<i>ISTHA</i>
	Andy Hynes	<i>Naperville</i>	Jim LaMantia	<i>Chicago OEMC TMA</i>
	Duana Love	<i>RTA</i>	Dean Mentjes	<i>FHWA</i>
	Ruth Myers	<i>DuPage Co.</i>	Barry Resnick	<i>Metra</i>
	David Tomzik	<i>Pace</i>	David Zavattero	<i>IDOT ITS</i>
Interested Parties:	Randy Blankenhorn	<i>IDOT</i>	Christopher DiPalma	<i>FHWA</i>
	Tim Gustafson	<i>UIC</i>	Glenn Havinoviski	<i>Wilbur Smith</i>
	Jeff Hochmuth	<i>Wilbur Smith</i>	Matt Letourneau	<i>Edwards & Kelcey</i>
	Yanzi Mendez	<i>RTA</i>	Holly Ostdick	<i>McHenry CoM</i>
	Phil Parisi	<i>Pace</i>	Steve Peters	<i>IDOT Elec. Op.</i>
	Justin Potts	<i>IDOT IT</i>	Jim Powell	<i>Parsons</i>
	Gary Rylander	<i>Edwards & Kelcey</i>	Gerry Tumbali	<i>RTA</i>
	Larry Wilson	<i>IDOT</i>	Ping Yu	<i>Motorola</i>
Staff:	Patricia Berry	<i>CATS</i>	Parry Frank	<i>CATS</i>
	Craig Heither	<i>CATS</i>	Dan Rice	<i>CATS</i>

SUMMARY OF COMMENTS:

1. Approval of meeting notes from October 5, 2005 Task Force meeting

The notes were approved as submitted.

2. Maintenance of the Regional ITS Architecture

The discussion began with some background information on the regional ITS architecture. Craig Heither stated the CATS Policy Committee had approved the current regional ITS architecture in June 2003, along with a Maintenance Plan which stated architecture updates would be coordinated with Regional Transportation Plan (RTP) updates. The update to the 2030 Plan is expected to be approved in October 2006. David Zavattero added that Federal Rule 941 requires that ITS projects using federal funds must be included in a regional architecture, and that it is important for the region to make sure the architecture is compatible with the RTP. Duana Love stated that the region had successfully completed the ITS

architecture before the federal deadline in April 2005 and that this update was an opportunity to provide feedback on the architecture. She noted that the region has so many systems deployed that we don't want to miss the opportunity to include them in the architecture. David Zavattero added that the region's ITS architecture is one of the largest and most complex in the nation. He stated the CATS process and institutional structure provided a perfect forum for developing the architecture.

Randy Blankenhorn stated the contract for the project was at IDOT and requested clarification on the need to proceed with the ITS architecture maintenance project at this time since it will not be completed soon enough to directly feed into the upcoming RTP. Duana Love noted that federal guidance recommends a three-year update to the architecture. David Zavattero added that the Northeastern Illinois ITS Deployment Plan Update was completed in time to feed into the RTP update process, and that updating the regional architecture would ensure that projects are compliant with the current architecture when it is time for funds to be obligated.

Randy Blankenhorn asked about the amount of change to the regional architecture that the update would involve. David Zavattero estimated it would be in the range of 30%-50%. Jim Powell agreed it would be in the 30%-40% range based on changes to the national architecture such as the addition of new market packages. David Zavattero added that the regional architecture must be consistent with the Illinois Statewide ITS Architecture, as well as the national one. Randy Blankenhorn agreed that was a significant amount of change.

Regional Architecture Change Request Form: The ATTF provided input on the draft form at their last meeting, and it was further refined by the ITS Architecture Work Group at their December 13, 2005 meeting. Jim Powell suggested adding an "Add New Market Package" option under Actions, since regions can design their own. The form was unanimously approved on a motion to approve it with the requested change. Craig Heither stated CATS staff will make the change and the form will be available on the "ITS Planning" page of the CATS website (www.catsmpo.com).

3. Chicagoland Congestion Relief Initiatives

Yanzi Mendez described the "Drive Less, Live More" program which is a CMAQ-funded demonstration project managed by the RTA that will begin in mid-March and run throughout 2006. The objective of the year-long media campaign is to reduce traffic congestion by educating the public about alternatives to driving. This campaign will rely on billboards, radio and television commercials, direct mailings and a website to promote the increased use of transit and carpooling.

One major highlight of the program will show what people can do with the time they save by using transit. The website will link to various travel websites from the region so that people can gather all of the information that they need from one place (RTA trip planner, GCM traffic conditions, etc). The initial target area for the program will be the area affected by the Dan Ryan reconstruction.

Ruth Myers asked about measuring the response to the program. Yanzi Mendez stated they would be measuring the response, possibly through hits to the website and coupons that

could be part of the direct mail campaign. Patricia Berry noted that CMAQ-funded demonstration projects were required to perform a post-implementation evaluation.

David Tomzik inquired about who would maintain the website and whether the website will continue to be operated after the end of the contract. Yanzi Mendez stated the RTA is the project manager and they hoped to continue operating the site, depending on the success of the project. David Tomzik felt that the website would tie in with bicyclist and pedestrian issues, as well as suburban land use issues.

4. County Traffic Management and Coordination Efforts

DuPage County – Ruth Myers stated that the intergovernmental agreement for the DuPage Transportation Coordination Initiative (TCI) strategic plan has been approved by Springfield but not signed as of yet. The kick-off meeting is being planned, with a tentative date during the 3rd or 4th week in March. Those interested in the TCI should contact Ruth Meyers.

Lake County – David Zavattero spoke on behalf of Lake County. There will be an open house at the new Lake County TMC on February 27th. This facility will have a workstation that IDOT's Lake County signal engineer can use to operate signals in the county in addition to the workstation at District 1 headquarters. This center will also interface with the Lake County Sheriff's computer-aided dispatch system and with the toll authority. A communications system is being developed to connect the three facilities.

Will County – Craig Heither spoke on behalf of Will County. The County has retained CH2M HILL to work on the TMC feasibility study and conceptual design. A kick-off meeting for the project was held on January 26th at the Will County Emergency Management Agency and a stakeholder workshop is scheduled for March 1st. The project is expected to be completed at the end of May. Those interested in attending the workshop or with questions about the project should contact Harold Damron.

Kane County – David Zavattero noted that Kane County was just initiating the feasibility study for its TMC.

Chicago – Jim LaMantia discussed the progress at the Chicago OEMC TMA. They hope to have an RFP out in the second quarter of the year for the next phase of the TMC development. He mentioned that Streets and Sanitation, along with Snow Command, will have a place at the TMC. In other developments, an Arterial Performance Management System will be undertaken which will determine average daily traffic counts on arterials and collectors, and will look at real-time performance data including probe-based information. This will be a multi-agency effort coordinated with IDOT, ISTHA and the RTA. Plans are to collect AADTs at 1,500 sites; these efforts will help in rerouting traffic flows from the Dan Ryan reconstruction. The data will be in a GIS format and a performance monitoring website (similar to the GCM site) will allow for AADT data to be overlaid with the probe data. A kick-off meeting for the Arterial Performance Management System project is planned for June.

5. Multi-Modal Trip Planning System

Gerry Tumbali gave a presentation describing the Multi-Modal Trip Planning System (MMTPS) which integrates driving directions, transit itineraries and real-time traffic monitoring. The RTA is the lead agency for this project, which includes local stakeholders and is being funded by the FTA. This is a demonstration project designed to address national issues on consolidating travel information to create “one-stop shopping” for trip planning. The FTA is interested in the feasibility of applying the system in other regions and examining the transit ridership impacts of the system.

Gerry Tumbali presented the Concept of Operations. A user enters their origin, destination, time constraints, and other information concerning their trip in the web-based application. The trip planning software then delivers a travel itinerary based on mode availability and travel times. This includes a map and turn-by-turn directions.

Phase 1 of the project includes transit trip planning, driving directions and including real-time traffic conditions. Phase 2 will include the addition of real-time transit and arterial conditions, parking availability and estimates of vehicle emissions reductions. The Concept of Operations has been completed (available at www.gcmcommunicator.com) and the system requirements are being developed. Upcoming tasks include the detailed design, implementation and validation of the system. A national panel will provide feedback on the transferability of the system to other regions.

Barry Resnick asked if data would be available for Indiana and Wisconsin. Gerry Tumbali stated that would be Phase 3 of the project. Marty Anderson asked if the algorithm accounted for the mismatch between bus and train schedules. Gerry Tumbali noted that buffer times are built into the system and that user options can be changed to allow for a larger buffer. David Tomzik asked if the intended user was someone relocating to the area or the everyday commuter. Gerry Tumbali stated both could use the system.

David Tomzik asked if vanpool information would be included in the MMTPS, as vanpool may serve areas not served by transit. Gerry Tumbali said vanpool is not included in Phase 1 but may be added later. David Tomzik asked if data would be archived that could show trip patterns. Gerry Tumbali stated origins and destinations would be logged. Jeff Hochmuth asked if the system would be operated by a private or public sector entity in the future. Gerry Tumbali stated that issue had not been addressed yet.

The trip planning is based on current travel information, but as data accumulates, users could estimate trip times based on previous travel times for the same time of day in the previous year. David Zattero mentioned that this would be the only multi-modal trip planning tool available, with the possible exception of London. Duana Love stated that there is interest in this project outside of the transportation agencies. For instance, Standard Parking is interested in providing a parking database to the system.

6. Data Archiving Activities

Duana Love noted that RTAMS (Regional Transit Asset Management System), operated by the RTA, is a single source for transit data. It contains information that is broader than the traditional definition of asset management including rolling stock inventories, demographic data and usage statistics. It does not include performance measures at this point. Barry

Resnick noted that Metra has an assessment database for condition rating that indirectly rolls up into RTAMS.

David Zavattero briefly discussed the travel time analyses that can be performed at www.gcmtravelstats.com, a topic Scott Lee presented at the last ATTF meeting. These analyses are possible because of the travel time data being archived. David Zavattero noted this data could be used for the MMTPS. Also, archived expressway and tollway travel time datasets are available to public agencies through the federal Intelligent Transportation Infrastructure Program (ITIP). Speed, volume and occupancy data for individual detectors can be obtained for time periods as short as five minutes. ITIP is operated by Mobility Technologies through their website (www.traffic.com).

Ken Glassman noted that ISTHA is interested in performance data and how it can be used to develop predictive travel times and to improve safety. Dean Mentjes noted that Technical Advisory Groups guide research for Illinois on a number of topics including Safety, Operations and Roadside Maintenance, and that they may be a good mechanism for introducing new research topics.

David Zavattero suggested it may be beneficial to form a working group on archived data and Ken Glassman supported the idea. David Zavattero stated it may be possible to coordinate the group through email on the GCM Communicator. Ken Glassman suggested the group examine the types of regional data that should be gathered, shared and stored, and inventory the available regional data. David Zavattero stated the regional ITS architecture update may help with this task, and that it is important to lay the concepts on the table and to get people to use the data. David Tomzik stated it is important to understand how agencies want to use the data. David Zavattero added that he would gather white papers covering national discussions on archive data management.

7. Upcoming Meetings and Conferences

<u>Meeting Title</u>	<u>Location</u>	<u>Dates</u>
Transportation and Highway Engineering Conference	UIUC	Feb. 21 – Feb 22.
ITS America Workshop “Using the Regional ITS Architecture”	Orlando, FL	Feb. 28 – Mar. 1
GCM Meetings	Consult calendar at www.gcmcommunicator.com	

- 8. Next meeting** – The next meeting of the Advanced Technology Task Force is scheduled for Wednesday, April 12, 2006 at 10:00AM.

The above is an accurate summary based on staff meeting notes. Anyone who takes exception to the information contained in this summary should forward comments to CATS within one week of the submittal date noted below.

Submitted March 3, 2006