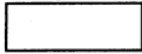




Chicago Area Transportation Study



MEETING NOTES

Project: *Implementation of the ITS Component of the RTP*
Task Force: *Advanced Technology Task Force*
Date: *May 17, 2006*
Location: *CATS, 233 South Wacker Suite 800, Chicago, IL*

David Zavattero, Co-Chair
Duana Love, Co-Chair

Attendees

| | | | | |
|---------------------|-------------------|-----------------------------|-----------------|-------------------------|
| Members: | Marty Anderson | <i>IDOT Elec. Op.</i> | Bob Dean | <i>Naperville</i> |
| | John Dillenburg | <i>UIC</i> | Ken Glassman | <i>ISTHA</i> |
| | Joe Heinrich | <i>SSMMA</i> | Jim LaMantia | <i>Chicago OEMC TMA</i> |
| | Duana Love | <i>RTA</i> | Taqhi Mohammed | <i>Pace</i> |
| | Tom Szabo | <i>Kane County</i> | David Zavattero | <i>IDOT ITS</i> |
| Interested Parties: | Randy Blankenhorn | <i>RPB</i> | Naser Gholeh | <i>IDOT</i> |
| | Eric Holeman | <i>Wilbur Smith Assoc.</i> | Patti Killinger | <i>Will County</i> |
| | David Kredow | <i>Transit Technologies</i> | Scott Lee | <i>NET</i> |
| | Matt Letourneau | <i>Edwards & Kelcey</i> | Jon Nelson | <i>IDOT</i> |
| | Steve Peters | <i>IDOT Elec. Op.</i> | Justin Potts | <i>IDOT IT</i> |
| | Doug Rorem | <i>UIC</i> | Heather Tarczan | <i>IDOT</i> |
| | Steve Travia | <i>IDOT</i> | Rao Vaitla | <i>IDOT</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 February 15, 2006 Task Force meeting

The notes were approved as submitted.

2. Status Report on Regional and IDOT Initiatives

- **New tools for the traveler** - David Zavattero briefly described new tools available for the traveler through the Illinois Gateway. These include:
 - improved navigation tools on the GCM website (www.gcmtravel.com);
 - more camera snapshots on the website (there are over 100 snapshots from permanent and temporary cameras that are updated every 2-5 minutes);
 - wireless access to travel times via WAP enabled devices including Blackberries and PDAs, which was launched in May 20, 2005;
 - comparative historical travel time data, which was launched on June 22, 2005, available at www.gcmtravelstats.com and directly linked from the travel times on the GCM maps and the travel time reports; and

- e-mail traffic alerts which already have a couple of hundred users in the soft launch phase.

David Zavattero noted that the public is making use of the camera feeds on the website and that they notice when the cameras are off line. Additional cameras will soon be added. He also noted that the ITS Program Office hopes to proceed with an SPR-funded project to work with focus groups to improve the presentation of the website as part of the next phase of Gateway development. The slide presentation summarizing these tools is available at www.catsmpo.com/agenda/atff/attachments/atff-gateway-new-tools.ppt.

Currently the GCM website provides for accessing information through “pull” technologies such as Blackberries. The next phase will provide for “push” technologies that send out information to subscribers. An example of this is the new Illinois Traffic e-mail Alert tool that is in its testing phase. Those interested in being a test user can visit the website to sign up.

David Zavattero noted that the website experiences a heavy volume of users and is averaging over 20 million page views per month. The reaction to the website has been very positive with 72% of the respondents of a survey describing the site as “very helpful” and 89% of the respondents describing the layout as “good” or “excellent”.

Ken Glassman asked when the GCM congestion map would expand westward. David Zavattero noted that the NAVTEQ license for the entire state had been secured and that the ITS Office is addressing both the institutional issue of integrating it into the Gateway as well as the technical issues which will require software modifications. He stated it would be done as the Gateway is transitioned to the next phase over the next year with the added objective that the Gateway maintains compatibility with information from Indiana and Wisconsin.

Scott Lee asked about progress made on integrating Indiana traffic datasets as well as weather data into the Gateway. David Zavattero stated that a configuration management group was formed to address the issues involved with integrating the data from Indiana, and that the use of the internet and XML would help. At this point the weather data has not been integrated into the system. David Zavattero also noted that information on arterial traffic may be collected using a probe-based technology through a joint project led by the Chicago TMA and partnered with IDOT, the Tollway and the RTA. The probe-based data would be integrated into and distributed to partner agencies via the GCM Gateway and incorporated into the gmtravel website when it becomes available. He expects the RTA’s Multi-Modal Trip Planning System and the Pace/Cats Rideshare 21 System will be partners in this effort as well.

- **Transition to a GigB Ethernet interface** - Doug Rorem stated that the fiber connection between the IDOT ITS Office and the tollway headquarters is being replaced with a Gigabit Ethernet which will allow for the transfer of video and data. Such a connection is already in place between IDOT District 1 headquarters and the Lake County Passage facility, and it will eventually be extended to include WisDOT Monitor. This project is expected to pay for itself in 2 years due to lower costs of the service agreements. Future connections are planned to the Traffic Systems Center along the Eisenhower and UIC.

Jim LaMantia asked if all data were consolidated on the GCM website. John Dillenburg noted that all data go to the ITS Office and UIC. David Zavattero added that the web server is housed at UIC and the data server is at the ITS Office. There are around 20 institutional subscribers to the data, and the backbone of the system is existing fiber, especially that owned by the tollway.

Ken Glassman stated that the tollway is looking at installing Gigabit Ethernet this year and asked if IDOT is coordinating its installation. Duana Love asked if there were other opportunities for fiber connections, such as with Chicago's OEMC. David Zavattero stated the next step is to consider connecting to county TMCs. Duana Love asked who was examining these issues. David Zavattero stated mainly IDOT and the Tollway currently, but that it would be desirable to form a work group to discuss the backbone network and see where there are gaps. Duana Love agreed with the idea and suggested e-mail could be used to alert people and have them sign-up for the work group.

- **Cooperative signal operations agreement** - Steve Travia described the cooperative traffic signal operations agreement between IDOT and Lake County. The previous agreement between the two parties (signed in 1986 and covering the past 20 years) was more of a maintenance agreement than an operating agreement. The new agreements allow IDOT and Lake County to maintain their autonomy but control each other's signals within a cooperative framework.

Within Lake County there are now about 425 IDOT signals, 120 signals that belong to Lake County, and 20 signals owned by others. The first phase in the project to share signals will include 100 IDOT signals and 50 Lake County signals. There are challenges involved with sharing signals between agencies. For example, straight line coordination is understood while county-wide coordination may prove to be more difficult. Possibly, control of dynamic message signs will be shared in the future.

In the new agreement, the control of the signals is based on cooperation between IDOT and Lake County. The IDOT Lake County signal engineer has a terminal in the Lake County TMC that can be used to alter signal operations. Each agency controls its own signals with input from the other agency. Cameras and other hardware are also under control of their owner. As a safeguard against unforeseen problems, both agencies have an "out" if the arrangement doesn't work. The costs up until now have been covered by Lake County, but in the future IDOT and Lake County will split the costs.

The Lake County-IDOT agreement may serve as a model for the rest of the region but there are differences that should be considered. Lake County has a fairly large staff compared to some of the other counties and is better able to spend more resources on managing the signals. The other counties in the region may have a different agreement with IDOT depending on their circumstances. Some counties have fewer signals than Lake County and so their current arrangement may be sufficient for now. IDOT has similar frameworks in place with municipalities; the City of Chicago has greater authority to control signals than is provided in other agreements.

Ken Glassman noted that ISTHA has shared access of their cameras with NBC 5, but retains ultimate control of them and that the arrangement has worked out well so far. He

stated there are no signals on the tollway but there is a need for signal priority to clear the tollway in the event of a serious incident. Steve Travia agreed that they would not want traffic backing up onto the mainline but stated that the State Police would be involved in the event of an incident, and that they can control signals on-site.

Duana Love asked about the potential for transit vehicle signal priority or emergency vehicle preemption in Lake County. Steve Travia stated that the signal agreement does not preclude those options and that IDOT is working with Pace. Transit operators would need to contact the owners and maintainers of the preemption devices (Fire Chiefs) if they wanted to implement TSP.

- **Non-toll readers at expressway-tollway connections** - Rao Vaitla stated that non-toll tag readers are being installed at expressway-tollway connections to fill in data collection gaps. Installation is planned on the Edens at Tower Road, on the Tri-State at Russell Road, on I-88 at I-294, on the Kennedy at Cumberland, on I-355 at I-55, and I-80/94 at I-394. These readers will fill in the current gaps in the traffic data on the Edens Spur, between the Wisconsin border and Waukegan toll plaza on the Tri-State, between Wolf Road and the York Road toll plaza on I-88, between River Road and Devon toll plaza on the Northwest tollway, between I-55 and Boughton Road toll plaza on I-355, and between I-394 and 159th Street toll plaza on I-294. The readers will be owned and maintained by the Tollway, and installation is expected to be completed this fall.

Ken Glassman noted that I-Pass provides plaza-to-plaza travel times supplied to the Gateway, and that the new readers would serve as virtual plazas covering the ends of the system to provide continuity of travel times. He noted this project was started prior to the installation of Mobility Technologies' sensors along the Tollway. Currently the data provided to the Tollway through the ITIP program with Mobility Technologies is not being used by the Gateway system. This is due to the restrictions on the distribution of the Mobility Technologies data to commercial entities in place under the federal ITIP program and the Tollway-Mobility Technologies agreement. Installation of the non-toll readers will allow all users equal use of the data from the completed system.

Scott Lee noted that the original requirement stated that the transponder needed to remain silent when read by the non-toll readers. Otherwise a driver may incorrectly think that they have been charged a toll. This is an issue that will need to be addressed.

3. County Traffic Management and Coordination Efforts

Kane County - Tom Szabo stated they are wrapping up consultant selection and are awaiting a funding agreement from IDOT. The county is looking for a blueprint of where it should go in terms of ITS. The project kick-off is expected in late summer or early fall.

Will County - Patricia Killinger provided information on the Will County activities. The draft TMC Feasibility Study-Deployment Plan, which described ITS deployment over the next 10 years, is almost done and should be completed by June. She asked that comments on the document be submitted by May 26th. The next step will involve a conceptual design of the integrated emergency operations center.

DuPage County - Matt Letourneau discussed the DuPage County TCI Project and noted that its kick-off meeting was held on March 23rd and its first stakeholder workshop was on April 27th. Next tasks include development of a Concept of Operations, the identification of key needs, and development of the DuPage County ITS Architecture. A Traffic Incident Management work group meeting is scheduled for June 7th.

4. **Public-Private ITS Data Sharing Concept**

David Zavattero summarized the issues involved with the ownership of ITS data that is being generated and who should be allowed to use it, as discussed by the ITS America Policy, Evaluation and Advocacy (PEA) Forum. The PEA forum has generated a “straw-man” white paper which advances an option for the ownership, sharing, and use of ITS-generated data regardless of its public or private source. This model suggests that data be treated as a “public-good” rather than a private monopoly. The goal is to create a mechanism to encourage the sharing of, and allow broad access to, current and emerging public and private sector ITS data. It also recognizes the need for the framework to insure that the owners/contributors/suppliers of the data are adequately compensated and that the data is widely available to more rapidly advance the development and application of ITS products and services.” The white paper examining the issues such as ensuring data quality, ownership, security and valuation of the data is available to ITS America members on the ITS America website at www.itsa.org under the PEA Forum projects. Others can contact David Zavattero to receive a copy of the white paper. Comments on the ITS America PEA Forum White Paper are encouraged and can be directed to David Zavattero.

5. **Summary of ITS Architecture Work Group meeting**

- **Regional ITS Architecture maintenance update** – Craig Heither stated that the RFP for the update to the regional ITS architecture was issued on March 29th, with proposals due May 9th. The project is in the consultant selection process and a technical review group will be meeting soon to review the proposals. A consultant is expected to be on-board by late summer.

David Zavattero stated that 30%-40% of the current northeastern Illinois ITS architecture will need to be updated. He stated that the *ITS Deployment Plan for Northeastern Illinois* contained a list of changes that needed to be made to the regional architecture and that change forms are included on the CATS website (at www.catsmpo.com/prog-its-planning.htm). Craig Heither asked task force members to review the items listed in Table 8-4 of the *ITS Deployment Plan* that apply to their agency and begin filling out the architecture change forms in anticipation of the consultant being selected.

- **Coordination of ITS architectures** – Duana Love discussed the need for coordination between the various ITS architectures in existence and those being created (regional, statewide, GCM, county, agency, etc.). It is important that the architectures are coordinated in terms of consistent nomenclatures and level of detail. The ATTF will work with the sub-regional and county architecture efforts to make sure architecture elements are named appropriately as we move forward with the regional ITS architecture update project
- **Archived Data User Service Group** – Duana Love stated that at the ITS Architecture Work Group meeting on April 19th, the group discussed forming an ADUS work group.

This group could bring in other staff from the participating agencies such as technical or data processing staff. The group would examine setting up an archived data management system for the region, and may have a consultant look at the issue further. David Zavertero stated more information on ADUS could be found at http://www.itsdocs.fhwa.dot.gov//JPODOCS/REPTS_TE/14128.htm.

6. Other Items

- **Regional Planning Board** – Randy Blankenhorn, executive director of the RPB, stated that the board was created by the General Assembly with the support of local governments and businesses. The mission of the RPB is to improve the coordination between transportation and land use planning, and build partnerships to take a more holistic approach to planning and natural resource preservation in the region. He stated that the work the ATTF does is very important to the RPB and that there may be an increase in the duties of the task force in the future. He noted that congestion is an area the ATTF may become more involved with, and that it is an issue important to Transportation Secretary Martin.
- **Integrated Corridor Management project** – David Zavertero stated that a proposal for an integrated corridor management application was developed by IDOT, ISTHA, Metra, RTA and Motorola, and was submitted to USDOT on May 15th. The proposal is a concept of operations for integrating highway and transit operations within a corridor. USDOT will select eight projects initially to receive funding, with possible funding reaching between \$2 million and \$8 million.

7. Upcoming Meetings and Conferences

| <u>Meeting Title</u> | <u>Location</u> | <u>Dates</u> |
|----------------------|--|------------------|
| IDAS training course | UIC | Aug. 30-31, 2006 |
| GCM Meetings | Consult calendar at www.gcmcommunicator.com | |
| ITS Midwest meetings | Consult calendar at www.itsmidwest.org | |

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