

Name	Description	Timeframe	Status
CDOT Ashland Avenue BRT	Implementation of bus rapid transit along Ashland Avenue. The project includes changes in lane configurations, allowed turns, and transit signal priority, and other traffic signal changes. Transit side equipment will include stations, station fare collection equipment, station passenger information, and unique BRT vehicles.	short	Planned
CDOT Automated Speed Enforcement	This project includes the use of cameras and speed detection for automatic ticketing of speeding vehicles. The focus is on safety speed zones (schools and parks).	short	Planned
CDOT Camera Images for Traffic Surveillance	Project to expand use of automated enforcement camera images to use as traffic monitoring tools. Video images will be processed and used to count vehicles and pedestrians.	mid	Planned
CDOT Chicago Traffic Management Center TMC ATMS	The Chicago TMC Advanced Traffic Management System is one of the largest and most significant ITS projects being undertaken by the City to facilitate efficient and faster movement of traffic and emergency vehicles on City streets. This project builds upon traffic management equipment and functions such as the Chicago fiber/wireless backbone communications infrastructure, MIST centralized traffic signal control system, 911 Computer Aided Dispatch system, Operation Virtual Shield (OVS) CCTV system, the Chicago Incident Center, the Joint Operations Center, etc. The Chicago TMC provides traffic management operators the ability to monitor, schedule and control field devices such as variable message signs, highway advisory radio systems, traffic signals, etc., and to facilitate and/or provide a platform for automation of efficient responses to incidents and traffic conditions. Traffic management activities are currently housed at the City of Chicago OEMC. While many of the desired traffic management functions exist to some extent today, the overarching Advanced Traffic Management System software and hardware that integrates all the functions is not yet in place. In addition, the geographic coverage of many services, such as centralized signal control, will be expanded in the future.	mid	Existing
CDOT Chicago Truck Route Advisory System	This project will provide an interactive web page in which truckers would enter an origin and destination plus characteristics of their truck (height, weight, length), and the web site would provide them with information regarding viaduct clearances, construction, truck route restrictions, weight limits and special permits where needed (e.g., Lake Shore Dr.). Eventually, more dynamic aspects such as street closures and special events would be added.	mid	Planned
CDOT Cicero Ave Smart Corridor	The advanced traffic management system is implemented and has deployed 19 signals, 7 CCTVs, 2 DMSs and multiple system detectors. Future enhancements relate to traffic adaptive control on the signals and possibly other roadside device enhancements.  The other component of the smart corridor is the advanced traveler information system, which provides upgrades to several traveler information systems along the smart corridor. Specifically the project will include highway advisory radio upgrades to provide information on closures of highway rail intersections, and installation of additional dynamic message signs.	mid	Existing
CDOT Crash Data Integration	Implementation of electronic collection of crash reports on-site by Chicago Police Department using mobile data terminals. This is 75% complete and transmits xml formatted data to the Chicago Department of Transportation.	short	Existing

Name	Description	Timeframe	Status
CDOT Critical Bridge Infrastructure Surveillance	This project involves installation of CCTV cameras and weather sensors on City of Chicago bridges. These devices ensure the safety and security of the bridges as well as the motorists. Video and sensor data will provide information to assist in pre-treatments with chemicals to prevent black ice buildup.	short	Existing
CDOT Data Pipeline - Communications Backbone	Provide connectivity from Daley Center to IDOT-CTIC and Gateway Servers at IDOT ITS Program Office. Will include fiber along CTA Blue Line and Tollway to IDOT District 1.	long term	Planned
CDOT Interoperable Milwaukee Avenue TSP	Demonstration of interoperable transit signal priority system on Milwaukee Avenue between Jefferson Park and Golf/Milwaukee. This segment includes various traffic signals and serves both CTA and Pace buses.	short	Planned
CDOT Lake Shore Drive and 18th/31st Street Ramp Congestion Relief	This project implements coordination between Lake Shore Drive and the City of Chicago traffic signals on 18th St. and 31st St. exit ramps. The currently implemented system at the 18th street signal determines the level of congestion on the exit ramp using loop detectors. The signal timing would be modified to clear the off-ramp congestion on Lake Shore Drive. A similar system will be implemented for 31st Street.	short	Existing
CDOT Mobile Technologies to Measure Travel Times Using Probe Vehicles	This project currently measures travel time using CTA buses as probes. The information is provided on the CDOT <a href="http://www.chicagotraffictracker.com/">http://www.chicagotraffictracker.com/</a> website and the Gateway Traveler Information System. This could be expanded to cover other Chicago Roadways	short	Existing
CDOT Railroad Grade Crossing Delay - Traveler Information System	This project would develop a Traveler Information System to provide travelers with information regarding delays due to trains.	Short	Planned
CDOT Red-light Camera Enforcement Program	Approximately 5% of the city's signalized intersections now have Red Light running enforcement capability. The City of Chicago has planned for a total of 500 Red Light running enforced intersections over the next three years. The traffic signal phases are monitored by red-light running cameras with automated processing to detect violations, record photographic evidence, and ticket violators. The red-light cameras are also capable of capturing traffic volume and speed.	Short	Existing
CDOT Smart Corridors	This project involves multiple "smart corridors" which utilize arterial traffic management with fiber-interconnected signals, CCTVs vehicle detector stations and/or VMS. These smart corridors are selected based upon a priority model developed by CDOT. The exact capabilities implemented may vary by location, which will mean that some subset of the elements and interfaces will actually be implemented.	Short	Planned
CDOT Transportation Data Archive	This project creates a comprehensive archive of traffic related data. Data stored in the current archive includes average daily traffic, crash data, and a traffic signal inventory and operational information. Data can be combined and displayed on maps to get a comprehensive view. Currently data is accessible through an internal website with a map interface. In the future the interactive web-based map will be made available to the public.	short	Existing
CDOT US41 Lake Shore Drive Surveillance and Information System	Installation of traffic surveillance equipment to collect information and the addition of variable message signs providing traveler information regarding travel conditions on Lake Shore Drive	long term	Potential
CDOT Western Avenue TSP	Transit signal priority for buses traveling on Western Avenue	mid	Planned
Chicago East-West BRT	An east west BRT corridor in downtown, which will be identified at the end of the current alternatives analysis.	short	Planned

Name	Description	Timeframe	Status
Chicago OEMC City of Chicago Interconnects	This project coordinates and centralizes the command and control of traffic signals on City of Chicago arterials. The project encompasses three different types of interconnects: MIST, CLMATS, and CLS-DOS. About 470 of the nearly 3,000 signals in the City of Chicago are interconnected. Detectors used in the MIST system are capable of collecting traffic volume, speed and occupancy.	Short	Existing
Chicago Parking Information Projects	This project provides real-time parking and traveler information for on-street meters and off-street spaces. Central area parking will be monitored for occupancy, availability and pricing. Parking at special facilities such as Navy Pier and Grant Park/Millennium Park could also be monitored. The information would be tied to congestion levels and the parking prices varied dynamically as a congestion reduction strategy. Various methods would be used to distribute real-time parking, pricing and congestion information to travelers and operators including internet, mobile devices, alerts and variable message signs.	Mid	Planned
Chicago Signal Controller Upgrade	This project upgrades signal controllers on the City of Chicago traffic signal network. About 300 older controllers will be replaced with advanced traffic controllers (ATC) with increased functionality and communications capabilities. In addition, about 600 signal heads will be fitted with LEDs.	short	Existing
Chicago Skyway Travel Monitoring and Integration with IDOT Gateway	This project provides network surveillance on the Chicago Skyway by placing RTMS devices at 1/2 mile intervals along the Skyway. The information would be used to generate real-time travel time data that would be sent to the Chicago TMC and integrated in the IDOT/GCM regional expressway/tollway travel time maps. While this project is currently listed in the CDOT section, the Skyway has been leased by Chicago to a private consortium who began operating it in 2005.	Mid	Planned
Chicago Snow Command	This project installs in-ground sensors and other sensor technology to report road surface temperature, moisture levels, and traction level on over 300 miles of strategic arterial roadways in the City of Chicago. The data will be transmitted to both the Snow Command desk and the Chicago TMC. Data will be used to monitor and route city assets for roadway safety, including snow removal.	mid	Planned
Chicago Special Events Advisory System	System to provide event, shuttle and parking information to the public via the CDOT website and automatically provide event information to the Gateway Traveler Information System and the Truck Route Advisory System.	long	Planned
Chicago Wireless Traffic Signal Interconnects	This project will interconnect signals along 16 arterial corridors in the City of Chicago. The signals will be connected to each other and a central server over a hybrid wireless/fiber network. Where possible, signals will be operated under a centralized signal control.	mid	Planned
CMAP Congestion Pricing	GO TO 2040 recommends implementing congestion pricing. Any investment in ITS infrastructure which supports congestion pricing is consistent with the region's ITS Architecture.	mid	Planned
CMAP Dedicated and Managed Truckways	GO TO 2040 plan recommendation: Implement truckways or truck-only lanes, in order to improve safety and increase efficiencies through separating large trucks and passenger vehicles. Provide an alternative for freight to avoid certain corridors due to peak hour passenger vehicle congestion. Potential corridors: Illiana Expressway, I-55/Stevenson Expressway or connections between intermodal freight terminals.	long	Potential

Name	Description	Timeframe	Status
CMAP Northeastern Illinois Regional Data Archive and Management System	GO TO 2040 plan recommendation. The concept is to create one regional system/database that archives all traffic performance data for the entire Northeastern Region. While individual systems would be responsible for ultimately archiving greater level of detail on their systems, connections, and standards will be adopted so that the regional archive could access the more detailed data for smaller individual efforts. This project is underway at CMAP and is collecting real time data flowing through the Gateway Traveler Information System.	Mid	Existing
CMAP Parking Management	<p>GO TO 2040 plan recommendation. Local governments can utilize parking pricing along with other parking management strategies to promote efficient use of existing parking. Examples of parking management strategies include shared parking plans, improved information on availability of parking, and reforming city ordinances to reduce parking requirements for new developments, which are typically designed to accommodate rare peak demand. Revenues generated can assist local governments in the maintenance and management of their existing transportation infrastructure or help improve transit service.</p> <p>Similar to congestion pricing, the mechanism of "variable pricing" for parking can be used as a demand management tool for congested road facilities, and also raise considerable revenues. Variable parking pricing seeks to apply a free market-inspired pricing system to more efficiently allocate parking supply, with higher prices charged at times and locations of peak demand. Variable pricing has the promise of both effective congestion mitigation and the ability to raise considerable sums for local government.</p>	long	Potential
CMAP Unified Oversize/Overweight Permit System	GO TO 2040 recommends creating a more efficient freight system. Currently, multiple permit applications are required for oversize/overweight vehicles. System operators are working to improve each of their own permit processes. Ultimately, however, it is desirable for the state to have a unified web-based permitting system.	long	Potential
CMAP VMT Pricing	GO TO 2040 plan recommendation. As the fuel efficiency of automobiles increases along with the use of non-petroleum based fuels, there will be a long term need to replace the MFT. This could take the form of a VMT fee. Existing Global Positioning System (GPS) technology has the dynamic potential to charge fees based upon location/roadway and time of day. (GO TO 2040)	long	Potential
Cook County Central Signal Control	Cook County signal interconnects are currently closed loop systems but a few of them are linked together. Cook county also currently has 3 different types of signal systems. This project will implement a centralized control capability for the traffic signals.	mid	Planned
Cook County Department of Transportation and Highways Fleet AVL	Project to equip Cook County DOTVH vehicles with automatic vehicle location technology for improved tracking and management of department operations.	short	Planned
Cook County Field Device Expansion	Expansion of the Cook County field implementation including cameras, arterial dynamic message signs, arterial performance monitoring equipment, emergency vehicle pre-emption and road weather stations.	mid	Potential

Name	Description	Timeframe	Status
Cook County Lake-Cook Travel Demonstration	Arterial travel management including advanced incident detection and response, traveler information, and performance monitoring.	long	Potential
Cook County Signal Interconnects	Expansion of Cook County signal interconnects. Currently >50% of signals are interconnected. This may include coordination of signal timing across municipal and county boundaries, and also expansion of the Cook County communication infrastructure.	mid	Planned
Cook County Traffic Management Center	This project would develop a Cook County TMC capability. The center may be located in Schaumburg, initially covering northern Cook County. Alternatively the center capability could be collocated with CDOT or IDOT TMC rather than a stand alone facility.	Long	Potential
Cook DuPage Smart Corridors	Implementation of Smart Corridors identified in the Cook-DuPage Corridor Planning Study. Initial corridors have been identified. There are a broad range of potential Smart Corridors improvements, including signal interconnects, time-of-day parking restrictions and other right-of-way capacity improvements, real-time transit information, Transit Signal Priority (TSP), intersection improvements, information technology, Ethernet-based communication systems, crossover improvements, safety improvements, transit service and upgrades including route and stop locations, and policy issues to promote multijurisdictional coordination	mid	Planned
CTA Audio Announcement Upgrade	Implement ambient noise monitoring at remote locations and adjust audio announcement volumes to appropriate levels.	mid	Planned
CTA 4G Communications Network	Establishment of a mobile 4G network that will work in the subway, allowing vehicle tracking by GPS and customers to use mobile devices. This may be a public-private partnership.	mid	Planned
CTA Automatic Train Supervision (ATS) System	This project provides an updated CTA train tracking system made up of a) full communication of signal indications to CTA control center, b) Centralized Traffic Control (CTC) and c) new software in CTA control center. "Quick Tracks" tracks the trains using positions relative to switches. This may be converted to GPS when 4g communication network is established and allows GPS to work in the subway.	Short-Mid	Existing
CTA Building Management Security System	Centralized system to provide secure access and tracking of entering personnel at CTA buildings, including offices and garages.	short	Planned
CTA Bus Fuel Management System	Fob based system associating a fuel pump, amount of fuel, and bus to track fuel use.	mid	Planned
CTA Bus Rapid Transit	Implementation of a bus rapid transit system (BRT). Jeffrey Jump was the first corridor. Ashland and Western Avenues are currently in process. This project includes ITS elements needed to operate the service: agreements with CDOT for traffic signal operations, on board technology, wayside technology, and back office management systems.	short	Planned
CTA Bus to Control Center Communications	Equip buses with technology providing improved communication between driver and control center.	short	Planned
CTA Infrastructure Surveillance (Bus and Yard)	Installation of CCTV system at every bus garage and rail yard to protect infrastructure, with wireless access points to allow wireless communication of this information.	short	Planned
CTA Infrastructure Surveillance (Subway Tunnels)	Installation of communication hubs and cameras to allow surveillance of subway tunnels.	short	Planned
CTA Platform Personal Security	Help buttons installed on rail platforms that will activate a flashing blue strobe light. A camera will focus on the location and the image will be available at the control center. The control center will have a co-located Chicago Police Department station which can respond.	short	Planned

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CTA Rail Line of Site Monitors	Installation of cameras that allow operators to view the entire train (especially on curved track locations) to ensure all passengers have cleared the doors.	mid	Planned
CTA Remote Work IT System Center	ITS technology monitoring, repair and upgrade center similar to an information technology center whose purpose is to maintain field technologies remotely.	mid	Planned
CTA Station Master Project	Upgrading and standardizing communications, hardware, software, and field equipment at CTA rail station systemwide. Communications hubs will be installed systemwide. This will improve maintenance efficiency and the improve the ability to monitor and manage station located technology remotely.	mid	Planned
CTA Subway CCTV Station Security	Installation of a system of security cameras to monitor subway exit portals to supplement current alarm system. City of Chicago OEMC will have access to all camera images.	short	Planned
CTA Train Passenger Information System	This project provides LED display of train arrivals at all stations on a countdown clock.	short	Existing
CTA Transit Signal Priority Corridors	Implementation of a system of TSP corridors in the CTA service area. This project will include vehicle equipment on the transit side, and roadside equipment.	short	Planned
CTA Video Archiving System	Development of efficient and indexed video archiving system.	mid	Planned
DuPage County Centralized Traffic Signal Control	Hardware, software and communications infrastructure needed to centrally manage DuPage County signals. This will initially provide a centralized signal and CCTV management system for 100 intersections in northern DuPage County. Full buildout will include 900 signals throughout the county with interfaces to incident, fleet, transit, law enforcement and to Aurora and Naperville TMCs. In the future, this could be monitored and managed at the planned DuPage County TMC.	short	Planned
DuPage County Dynamic Alternate Route System	This system will respond to real time planned or unplanned events, identifying alternate routes based on traffic conditions, provide input to traffic signal operations serving alternate routes if needed and include a GIS database to provide multiple agencies with access to alternate route information as well as incident and emergency management information through a secure Internet website.	long	Planned
DuPage County Field Device Expansion	This project will plan, implement, operate, maintain and monitor coordinated signal systems and upgrades, communications infrastructure, RWIS, CCTV, DMS, emergency pre-emption and transit signal priority, vehicle and pedestrian detection.	Mid	Potential
DuPage County Gateway Integration	Communication, hardware and software needed to exchange travel information with the Gateway Traveler Information System, which provides real time traffic information on TravelMidwest.com	long	Planned
DuPage County Highway-Rail Information System	This project will consist of systems to monitor the status of highway-rail crossings and provide real-time highway-rail blockage updates to emergency responders, traffic managers, and the traveling public.	long	Planned
DuPage County ITS Hub	Development of a central computer system to receive, disseminate and archive transportation information. Building on Recommendations from the "Feasibility Study for Multi-Jurisdictional Signal Timing and Monitoring in DuPage County, Illinois," this project would expand current DuPage County efforts to create a centralized data source that allows any participating agency to access traffic data across the county (e.g., tube counts, intersection turn movement counts, traffic signal timing plans, CCTV video).	mid	Planned

Name	Description	Timeframe	Status
DuPage County Multi-Jurisdictional Communications Channel Integration	Integration of communications channels to ensure interoperability and the ability to communicate efficiently, especially during emergency situations. This project builds on existing efforts to provide a common frequency for responders to communicate directly with each other.	mid	Planned
DuPage County Paratransit Coordination	Centralized coordination of local paratransit services as well as provide coordination with public safety and other transit organizations. This project exists, but does not cover entire county.	Short	Existing
DuPage County Signal Interconnects	Coordination of signals on county highways. May include signal timing across municipal and county boundaries. May require expanding county communication network. DuPage County currently has a number of multi-jurisdictional signal interconnects: on St. Charles Road in Elmhurst, Villa Park and Lombard; also on 75th street in naperville, DuPage County, and IDOT. Responsibility is split between maintenance and timing, with the owner being responsible for maintenance and DuPage County being responsible for signal timing.	Short	Existing
DuPage County TMC	<p>This is a cooperative effort between DuPage County DOT, Naperville, and Aurora to develop traffic management center capabilities. This includes the hardware, software, and communications necessary to monitor traffic conditions, communicate with field devices, coordinate operations, and respond to incidents to reduce improve operations and reduce congestion.</p> <p>DuPage County is currently drafting plans to upgrade the Traffic Management Center to provide Centralized Signal System software for the 100+ traffic signals in the north central area of the County and to expand the current CCTV system with enhanced video management software to reduce delays. The long range goal of the TMC is to connect the Central Signal System with the rest of the 800 signals in the County to provide the most efficient adaptive arterial traffic flow and to communicate with all enforcement and local agencies to provide motorists with real time incident notification and alternative route management.</p>	mid	Planned
DuPage County Video Management System	System to collect, archive and retrieve video data.	long	Planned
IDOT Accident Database and Reporting System	This project involves development of an accident or crash database for use by law enforcement and other incident response agencies to aid in incident response.	Mid	Planned
IDOT Automated Expressway Construction Closure System	This web-based system will receive contractor requests for lane closures in real time, process approvals and automatically forward appropriate information to Gateway Traveler Information System and other real time traffic information systems for distribution to the public. This should be completed by the end of 2013.	short	Planned
IDOT CCTV Surveillance Sharing	This project considers sharing of video information among traffic management elements in the region. Several ways of implementing this capability are being considered. These include use of the internet with password protected access to images and control of the cameras. The agencies involved could include both public and private agencies through some sort of partnership.	Mid	Planned
IDOT CCTV Systems, Expressway	This project involves augmenting the CCTV systems IDOT has deployed along the expressways. The goal is to have a system spaced at intervals of 1 mile or less. The project is ongoing.	Long	Planned

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IDOT Gateway Traveler Information System (GTIS)	The GTIS is the computer system facilitating the integration and interoperation of ITS within the LMIGA Corridor. The GTIS collects information from various systems, validates, and fuses this information for dissemination via the <a href="http://www.travelmidwest.com">www.travelmidwest.com</a> . Information handled by the Gateway Traveler Information System includes both incidents and planned event data (construction and special events) that impact operations, and data from field devices such as vehicle detectors, cameras, and DMS, as well as derived traffic measures such as congestion, travel times, and speeds. The <a href="http://www.travelmidwest.com">www.travelmidwest.com</a> website included maps and tabular information, the ability to sign up for automated traffic alerts and trucker reports.	short	Existing
IDOT Highway Advisory Radio System Coordination	Coordinate HAR operations across agencies (IDOT and County systems, or IDOT and O'Hare/Midway Airports systems) This may include text to voice conversion, two-way communication with other agencies and automated sharing of event information.	long	Potential
IDOT I-290 ITS Elements	An EIS process studying addign additional roadway capacity to I-290 between Mannheim and Racine is underway. ITS elements will be include in the final design and will include traffic surveillance, traveler information, and may include a managed lane or congestion pricing on a managed lane. This project was recommended in the GO TO 2040 plan.	mid	Planned
IDOT I-55 Managed Lane	GO TO 2040 plan recommendation. IDOT will implement one managed lane in each direction in the median of I-55. The I-55 managed lanes project consists of two (one each direction) additional managed lanes from Weber Road east to I-90/94. A bus on shoulder service is currently in operation. Management could include tolling as congestion pricing.	mid	Planned
IDOT Interagency Operations and Signal Coordination	Coordination of signals on Strategic Regional Arterials thoroughout northeastern Illinois. This often includes signal timing across municipal and county boundaries. Also includes coordination amog counties and municipalites without IDOT. This may also rely on the expansion of the regional fiber network and development of additional subregional TMCs. This project is ongoing.	mid	Planned
IDOT ITS Applications for WorkZones	This project is an IDOT initiative for deploying various technologies like CCTVs, DMS etc. in workzone areas to improve traveler conditions, worker safety etc.	short	Planned
IDOT Joliet Remote Bridge Operations System	The project will include a command center, surveillance equipment, remote control systems and staff to control 6 moveable bridges in Joliet.	mid	Planned
IDOT Predictive Travel Time Development	This project woud use archived data from the Gateway Traveler Information system to predict near-term highway performance and provide it to system operators and travelers.	long	Potential
IDOT Regional Communications Backbone	Installation of communications infrastructure regionwide, undertaken by the Illinois Department of Transportation and Illinois Central Management Services. This will connect major transportation, public safety and research entities in the region (e.g. Illinois Tollway, Chicago 911 center, county TMC's, University of Illinois in Chicago). Fiber installation is typically accomplished as a part of road construction or road reconstruction projects. Fiber capacity may also be provided through shared use agreements with public or private entities. Communciation services for transportation management and control functions may also be provided by wireless technology.	Mid	Planned

Name	Description	Timeframe	Status
IDOT Signal Interconnects	Coordination of signals on state highways. May include signal timing across municipal and county boundaries and centralized traffic control. This project is ongoing	long	Planned
IDOT Suburban Chicago ATMS - Centralized Traffic Control	Infrastructure, software/workstation licensing and initial set-up/monitoring of an ATMS in the Chicago Northwest Suburbs. Coordination of over 200 signals on IL 62, Arlington Heights Rd, US 20 and Barrington Road. Also video monitoring and detection on a fiber backbone with a central hub at IDOT District 1 Schaumburg. This involves IDOT District 1, and Cook County Department of Transportation and Highways.	long	Potential
IDOT Surveillance of Critical Bridge Infrastructure	Installation of lighting, fencing and CCTV on 16 bridges in northeast Illinois. This currently exists at multiple locations.	Short	Planned
IDOT-CDOT Integrated Expressway/Arterial Corridors	This project considers coordination between expressway and arterial systems. Plans for a Pilot Project would involve a tie-in of Eisenhower Expressway to Chicago DOT signals by having ramp queue detectors, both for on-ramps and off-ramps. Ramp terminal signal control would then be modified to either hold entry to I-290 (on-ramp congestion) or clear the off-ramp (spillback onto I-290). The implementation might link CDOT signals with IDOT Traffic Systems Center, or whether have local links to ramp meters only.	Mid	Planned
Illinois Department of Transportation Truck Parking System	Electronic truck parking information system to provide truck drivers with real time parking availability information. This will reduce the numbers of trucks parking in undesignated or unsafe locations and help drivers meet rest requirements to reduce the possibility of fatigued driving.		Potential
Illinois Tollway DMS Expansion	The Illinois Tollway uses a number of ways to provide information to drivers, including Dynamic Message Signs. This project will expand the use of DMS by replacing and upgrading existing DMS signs, adding large portable Type III DMS and small Type II DMS signs.	near	Planned
Illinois Tollway Dynamic Ramp Speed Limits	Implementation of dynamic speed limits on entering and exit ramps based on traffic and weather conditions.	mid	Planned
Illinois Tollway Fleet Automatic Vehicle Location AVL	GPS tracking of Illinois State Police District 15, maintenance, and HELP vehicles. The Illinois Tollway may track the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. These activities can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	mid	Planned
Illinois Tollway Freight Efficiency Improvements	This project consists of a number of freight related capabilities. Truck pre-clearance capabilities supported by Automated Vehicle Identification (AVI), weigh in motion sensors, transponders, back office databases and permanent truck scales at maintenance yards. Weigh in motion and pre-clearance is already used on a limited basis.	mid	Planned

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Illinois Tollway I-90	<p>The Illinois Tollway is rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a 21st century, state-of-the-art corridor linking Rockford to O'Hare International Airport. The Jane Addams Memorial Tollway is part of Interstate 90 (I-90), the longest interstate in the United States, and covers 77 miles extending from near the Wisconsin border to the Kennedy Expressway. The I-90 corridor from Chicago to Rockford serves nearly one million travelers per day. This project was included in GO TO 2040, the regional comprehensive plan, as a managed lane.</p> <p>The project includes all ITS equipment and systems that may support developing the corridor as a state-of-the-art expressway corridor, including those technologies supporting congestion pricing, V2I testbed status/and connected vehicle roadside integrations and system surveillance and operations. The project includes ramp queue detection which may be implemented in a way to also allow it to function as wrong way driving detection. The project is currently underway, but will take a number of years to complete.</p>	mid	Planned
Illinois Tollway Lane Control Demo	Dynamic multi lane management demonstration project which may include dynamic speed limits, dynamic lane use control and shoulder lanes.	mid	Planned
Illinois Tollway Oversize Vehicle Detection at Open Road Tolling Locations	Installation of devices at open road tolling locations which can detect oversized vehicles.	mid	Planned
Illinois Tollway Portable Queue Detection System	Acquisition of approximately 10 portable "hot spot" queue detection systems to warn motorists of detect excessive back-ups and warn motorists via DMS.	long	Potential
Illinois Tollway Ramp Queue Detection	Traffic backing up on an off-ramp and onto the main line is dangerous and reduces capacity. Ramp queue detectors will monitor for traffic backups and allow the agency operating the arterial traffic light to clear the ramp. This is currently in operation on Army Trail Road at I-355. Tollway ramp devices initiate an alarm at the DuPage County Division of Transportation (DDOT) office and activate a pre-installed timing program in the Aries signal controller software, designed to clear ramps of queued traffic prior to having traffic back up onto the through lanes of the expressway. The goal is to implement this capability at all major interchanges.	long	Planned
Illinois Tollway Remote Traffic Microwave Sensor (RTMS) Expansion	Installation of RTMS devices at system to system ramps and expansion of these devices on the mainline.	short	Planned
Illinois Tollway Road Weather Information System Expansion	Expand road weather monitoring by implementing environmental sensor stations ESS on 17 bridge decks that will measure a range of weather-related conditions, including pavement temperature and status (wet, dry, snow), subsurface pavement temperature, wind speed and direction, precipitation (amount, occurrence, type), water level conditions, humidity, and visibility. Weather data collected by agencies allows them to coordinate the pre-treating of roads via anti-icing practices; efficiently plan winter maintenance routes; reduce the amount of chemicals, sand, and salt used in roadway clearing operations; and reduce wear and tear on maintenance vehicles. This information can also be disseminated along with other incident data as real time transportation information.	short	Planned

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Illinois Tollway Systemwide Open Road Tolling (ORT)	This project covers upgrades to the Tollway Toll Plazas for capabilities such as mixed use truck/car lane enhancements at all toll booths and use of "open-road" tolling (no stopping required). The project is completed.	Short	Existing
Illinois Tollway Systemwide Open Road Tolling Conversion to No Cash	All toll collection locations on the Illinois Tollway system are equipped with electronic toll collection equipment. Most are also equipped to accept cash tolls. The system will be gradually converted to all electronic collection. Tolls for vehicles unequipped with toll transponders will be collected via other methods, such as license plate recognition or in the long term with vehicle based RFID tags.	long	Planned
Illinois Tollway Time of Day Shoulder Running Demo	This project would manage tollway shoulders as additional capacity during certain times of the day. There are locations, such as at I-94 at IL 132 which accesses Great America, where traffic backs up dangerously and the shoulder could be used as storage capacity to keep autos out of traffic, or other locations which can use the shoulders at certain times of the day. This demo will help determine whether this is a useful strategy which should be implemented more widely.	short	Planned
Illinois Tollway TIMS Enhancement	This project will expand the software capabilities of the TIMS, including enhanced connectivity to the Gateway and other centers in the region.	Short	Planned
Illinois Tollway Truck Parking Information System	This system would collect and distribute information on available parking for truck drivers. Without such information, trucks often park at unauthorized locations which can cause safety hazards or drive while fatigued.	short	Planned
Kane County Randall Road Adaptive Signal Control	Installation of adaptive signal control at 12 locations on Randall Road.		Planned
Kane County Randall Road Safety Improvements	Randall Road is a high volume and higher speed arterial which also provides access to shopping and residential areas. This project includes ITS elements that are intended to improve safety along the roadway, including speed surveillance and driver alerts.	mid	Planned
Kane County Signal Interconnects	Installation of traffic signal interconnects where needed and upgrade of 5-6 closed loop systems to ethernet for improved ability to manage signals.	short	Planned

Name	Description	Timeframe	Status
Kane County Stearns Road Smart Corridor	<p>This project will equip Stearns Road between Randall and Dunham road with a number of ITS elements to improve congestion and safety, including road weather stations, CCTV, fiber integration with ATMS, traffic surveillance sensors, dynamic message signs, traffic signals, and speed surveillance with driver feedback signs.</p> <p>Interconnection/integration of 6 existing traffic signals (including 2 existing traffic signal closed loop systems) and various new ITS systems throughout the Stearns Road/IL 25 Bridge Corridor into the County's Advanced Traffic Management System (ATMS) network.</p> <p>Existing traffic signal locations include:</p> <ol style="list-style-type: none"> <li>1. Randall Road &amp; McDonald/Stearns Road</li> <li>2. Stearns Road &amp; McLean Road</li> <li>3. McLean Boulevard &amp; IL 31</li> <li>4. Stearns Road &amp; Stearns Road (IL 25)</li> <li>5. Stearns Road (IL 25) &amp; Gilbert Street</li> <li>6. Stearns Road (IL 25)/Stearns Road &amp; Dunham Road/IL 25</li> </ol> <p>ITS systems include the following:</p> <ol style="list-style-type: none"> <li>1. Adaptive Traffic Signal Control for all 6 signals locations.</li> <li>2. Roadway Information Systems (RWIS) for identifying adverse pavement conditions and activate warning beacons on the Fox River bridge as well as identify local meteorologic conditions.</li> <li>3. Dynamic Message Signs (DMS) to provide roadway user information such as travel times and incident notifications</li> </ol>	short	Planned
Kane County Traffic Management Center	<p>This project is underway and includes the hardware, software, field devices and communication needed to implement: network surveillance, traffic signal control, traffic information dissemination, and traffic incident management. Coordination with PSAP organizations (KaneComm and additional municipal 911 centers) is also included, and those organizations will likely be granted PTZ camera control as needed.</p> <p>Kane County DOT is also coordinating with the City of Elgin. Stakeholder outreach showed that there was a desire by Elgin to share video and connectivity. This will be further pursued as the Kane County TMC is developed.</p>	Short-Mid	Planned
Lake County Adaptive Signal Control	<p>CMAQ funded implementation of new signal technology which uses real-time traffic congestion information to modify signal operation and reduce congestion. This is being installed at 7 signals on Aptikisic Road and 6 signals on Gilmer road.</p>	short	Planned

Name	Description	Timeframe	Status
Lake County PASSAGE	<p>This project will continue the system implementation of the Lake County TMC by expanding the coverage area, number of signals and cameras, communication infrastructure and connections to local public safety answering points. PASSAGE is currently connected to over 300 traffic signals, 200 traffic monitoring cameras, and nearly 400 video detection cameras. The data from this equipment is brought back to the TMC on over 200 miles of Fiber and various wireless data links.</p> <p>PASSAGE is an Intelligent Transportation System designed to provide motorists real time traffic congestion information due to crashes and construction events. These events are communicated by police department's Computer Aided Dispatch (CAD) systems, sent directly to the Transportation Management Center (TMC), and then communicated back to highway users via <a href="http://www.lakecountypassage.com">www.lakecountypassage.com</a>, PASSAGE Highway Advisory Radio (HAR) 1620 AM, variable message signs, smartphone applications, and a variety of social media outlets.</p>	Short-Mid	Existing
Lake County Signal Interconnects	Communications between traffic signals. Some are already interconnected, and the system is being expanded. As the system is developed, linked traffic signals also communicate with the Lake County Traffic Management Center central control.	mid	Existing
Lake County Smart Street Lighting	LED street lighting combined with sensors and communication infrastructure and management system. LED lights are long lasting and feature adjustable light levels, and can report health back to TMC. Sensors may detect whether traffic is present and lighting is needed, and adjust lighting based on ambient lighting.	long	Potential
Metra Automatic Passenger Counts	Installation of automatic passenger counting equipment	long	Potential
Metra Contactless Electronic Fare Collection	Implementation of touchless electronic fare collection. This includes all hardware, software and communications infrastructure needed to implement the project. Metra plans to complete this project by 2015.	short	Planned
Metra Downtown Station CCTV Expansion	Installation of 800 cameras in and around downtown Metra stations. This is part of Operation Virtual Shield.	short	Planned
Metra Electric CCTV Expansion	Installation of 370 cameras on Metra Electric platforms and stations.	short	Planned
Metra Fiber Communications Backbone	Completion of fiber communication network along all Metra rail lines. This project will support communications with station based equipment, for passenger wi-fi use and electronic fare collection.	mid	Planned
Metra Positive Train Control	Positive train control (PTC) is advanced technology specifically designed to automatically stop or slow a train before certain accidents occur. In particular, PTC is designed to prevent train-to-train collisions, derailments caused by excessive speed, unauthorized incursions by trains onto sections of track where repairs are being made and movement of a train through a track switch left in the wrong position. Currently planned to be completed by the end of 2015. This project covers all hardware, software and communications needed to implement this service.	short	Planned
Metra Station-Based Variable Message Signs	Expansion of the number of stations with variable message signs. Currently 135 stations have VMS, there are 106 left to complete.	mid	Planned

Name	Description	Timeframe	Status
Metra Ticket Vending Machine Expansion (TVM)	Currently the Metra Electric District and downtown stations have electronic ticket vending machines. This project includes adding additional TVM locations.	long	Potential
Metra Wi-Fi Service	Provision of wi-fi service for passenger use and to potentially support on-board ticketing.	long	Potential
Naperville Coordinated Traffic Signal Network	Long term plan to integrate all of Naperville's closed loop systems into a coordinated traffic signal network. The initial phase consists of Washington Street signal system improvements, which will create a north/south spine by combining three existing interconnected signal systems that will communicate with centralized traffic management system software. Additional signal systems will be added to the network in future phases.	short	Planned
Naperville Washington Street Adaptive Signal Control	Installation of detection devices, hardware and software necessary at 31 signalized intersections on Washington Street in Naperville to operate adaptive signal control.	short	Planned
NE Illinois Regional ITS Architecture	The Northeastern Illinois Regional ITS Architecture is a roadmap for transportation systems integration in the NE Illinois region over the next 15 years.		N/A
Pace Bus on Shoulders	Pace buses leaving travel lanes to operate on shoulders during parts of the day or under specific traffic conditions. This was successfully tested on I-55 and may be expanded to other parts of the systems. This lane is often used by emergency vehicles. Surveillance of traffic conditions is used.	short-mid	Existing
Pace Call and Ride	Demand responsive service where traveler can use a cell phone to call for a ride in a designated area of about 9 square miles. This could also work by texting the request. Two-way communication will confirm the ride, and the dispatch center can create a route in real time if there are multiple pickups and dispatch the vehicle to complete the request. This is being tested at some locations now, and may be expanded.	mid	Planned
Pace Intelligent Bus System	This project is the continuation of an on-going effort to deploy an integrated bus management system incorporating automatic vehicle location and fleet management technologies.	Short-Mid	Existing
Pace Paratransit Management System	System to manage routing and scheduling to support regional ADA paratransit, dial a ride service and call and ride service. It requires software, mobile data terminals (MDTs) and vehicle AVL/GPS systems.	short	Existing
Pace Queue Jump	A system with bus-specific signal indications and signs will provide right of way early green to allow bus to move ahead of long traffic queues at signalized intersections. The study is completed.	long	Potential
Pace Seat Broker Program	This project would track the number of empty seats on vanpools in real time and use a web based system to match them with individual rider demand in real time.	long	Potential
Pace Transit Operations Decision Support System	This project will create a system that will quickly develop new bus routes when an incident impacts an existing route.	Mid	Existing
Rail Freight Positive Train Control	Positive train control (PTC) is advanced technology specifically designed to automatically stop or slow a train before certain accidents occur. In particular, PTC is designed to prevent train-to-train collisions, derailments caused by excessive speed, unauthorized incursions by trains onto sections of track where repairs are being made and movement of a train through a track switch left in the wrong position.	short	Planned
RTA Goroo Real Time/Predictive Trip Planner	This project will incorporate real time and predictive information to the Goroo trip planner.	long	Potential

Name	Description	Timeframe	Status
RTA Illinois Transit Hub	This project entry covers the transit traveler information aspects of the RTA Transit Hub. The project covers dissemination of transit information to Gateway and service boards. Includes development of a Illinois Transit Hub website, and an interface to the RTA Travel Information Center.	short-mid	Existing
RTA Regional Transit Signal Priority Implementation Program RTSPIP	This project implements transit signal priority regionwide for selected routes in the Pace and CTA bus systems.	short	Existing
RTA Transit Hub:APTS	<p>This project involves design and development of the Illinois Transit Hub to better manage transit operations. This project heading is used to cover three separate efforts:</p> <ul style="list-style-type: none"> <li>-Deployment of the Illinois Transit Hub itself</li> <li>-Transfer Connection Protection-- This effort involves real-time monitoring of CTA, PACE, and Metra operations to protect against missed transfers.</li> <li>-Regionwide Unified Fare Collection System (CTA and Pace) —This effort supports deployment of a unified transit fare collection system.</li> </ul> <p>The latter two efforts represent uses of the Transit Hub to share information between transit centers in the region.</p>	mid	Planned
RTOC Integration of Centers	This project will integrate local traffic management centers (IDOT, Illinois Tollway, Counties, Municipalities) to provide efficient flow of information between them, and also to the Gateway Traveler Information Center. This is especially important for PSAP coordination, which provides a secure connection for PSAP operators to send selected information and relevant information should be passed on to other centers and to the Gateway Traveler Information System. The project includes network connections and software, and will often use the regional communications backbone (Project 106).	Mid	Planned
RTOC PSAP Integration	Highway operators benefit from knowledge about emergency situations occurring on their systems which impact operations. The counties, IDOT, city of Chicago, and the Illinois Tollway are pursuing (individually and as a group) information sharing with public safety answering points and emergency responders. Information sharing is desired to be automated, through established communications between PSAP, emergency responders, and transportation system operators. Highway operators are able to share camera images with emergency responders to evaluate emergency situations, while highway operators are able to respond to operational impacts. Lake County, Kane County, the Illinois Tollway, and IDOT have established some sharing.	mid	Planned
Will County Highway Department Vehicle Fleet Management	Continued development of fleet management procedures based on recently acquired GPS locational equipment installed on all highway department vehicles.	short	Existing
Will County Road Weather Information System	Bridge deck sensors to detect road conditions - especially icing.	mid	Potential
Will County Traffic Management Center	This project involves the development of traffic management capabilities for the Will County. One consideration for this TMC is the collocation traffic management and emergency operations centers. The plan for this was completed in 2007.	Mid	Planned