



Advanced Technology Task Force

Meeting Notes - April 18, 2007

The meeting was called to order at 10:00 AM at the CMAP Offices, 233 South Wacker Drive, Suite 800, Chicago, Illinois. Those present at the meeting were:

Attendees

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

Members:	Marty Anderson	<i>IDOT Elec. Op.</i>	John Dillenburg	<i>UIC</i>
	Andy Hynes	<i>Naperville</i>	Tony Khawaja	<i>LCDOT</i>
	Dean Mentjes	<i>FHWA</i>	David Simmons	<i>CTA</i>
	Chuck Sikaras	<i>IDOT, ITS</i>	Tom Szabo	<i>Kane County</i>
	David Tomzik	<i>Pace</i>	Erin Willrett	<i>KKCOM</i>
Interested Parties:	Ken Glassman	<i>Jacobs</i>	Mayank Goyal	<i>Edwards & Kelcey</i>
	Nicholas Haddad	<i>IDOT</i>	Scott Lee	<i>Delcan</i>
	Matt Letourneau	<i>Edwards & Kelcey</i>	Jon Nelson	<i>LCDOT</i>
	Jim Paral	<i>Wilbur Smith</i>	Ellen Partridge	<i>CTA</i>
	Steve Peters	<i>IDOT Elec. Op.</i>	Justin Potts	<i>IDOT IT</i>
	Lee-Ann Seeling	<i>Trichord</i>	Ping Yu	<i>Motorola</i>
CMAP Staff:	Claire Bozic	Parry Frank	Craig Heither	
		Tom Murtha	Jose Rodriguez	

SUMMARY OF COMMENTS:

1. **Approval of meeting notes from February 15, 2007 Task Force meeting.** The notes were approved with modifications suggested by Chuck Sikaras.
2. **Northeastern Illinois Regional ITS Architecture Update**
 Lee-Ann Seeling described the progress of the update to the regional ITS Architecture. The initial task in this project is a review of the existing documentation from ITS work in the region and is almost completed. The documents detailed many changes that will need to be reflected in the architecture, including 41 suggested changes identified in the Northeastern Illinois ITS Deployment Plan Update. Ms. Seeling noted that the abundance of good documentation has allowed the consultant team to move into the outreach phase faster, which will enable them to focus on projects that have been completed since the Deployment Plan update was completed.

The second task, outreach, began with the Architecture open house webcast that was held on April 12th. A total of 36 viewers joined the webcast that included topics on the purpose of the regional ITS Architecture, a review of the current Architecture, and a discussion concerning

the scheduling and organization of the upcoming workshops. The webcast slides can be viewed at http://www.catsmpo.com/prog/its_planning/2007-04-12_its_webcast_charts.pdf.

The following four Architecture workshops will be held at CMAP in May to solicit input from key ITS stakeholders:

- Transit Management: Tuesday, May 8th (9 am – 12 noon)
- Expressway Management: Wednesday, May 9th (9 am – 12 noon)
- Emergency Management & Security: Wednesday, May 9th (1 pm – 4 pm)
- Arterial Management: Thursday, May 10th (9 am – 12 noon)

A fifth meeting held after the workshops to address cross-functional issues that may be discussed in multiple sessions, such as transit vehicle signal priority, is being considered. Ms. Seeling stated a quick primer on the Architecture will be given at the workshops so that everyone will have a base level of understanding. Outputs from the Turbo Architecture tool will be put on the walls to allow participants to mark up the changes.

David Zavattero asked if participants could receive flow diagrams for their agency prior to the workshops. Ms. Seeling stated the distribution of the flow diagrams could not be accomplished given the current resources. Alternatively, everyone should carefully examine the current regional architecture to determine if there have been any changes to their projects, information flows or stakeholders. The relevant market packages should also be examined to determine if the functions are correct.

Mr. Zavattero stated that it is important to look at the diagrams and that he would like to see a greater emphasis on the “bottom end” of the Architecture. Matt Letourneau stated that the Turbo tool had been revised and the consultants could try to make the Architecture more useful for project planning. Marty Anderson stated that the current Architecture is mostly documentation but is not useful for project planning. He would like the new version to be more useful and suggested the addition of short explanatory notes detailing the format of the data being shared. Ms. Seeling stated the Architecture was not intended to go to that level of detail but that it could be tailored to suit local needs.

Duana Love noted that the transit workshop should address operations as well as management and Ms. Seeling agreed. David Tomzik stated he was concerned about the “siloning” of projects that cross the functional areas of the workshops. Ms. Seeling stated the consultants will probe for more information on cross functional projects that arise. She also noted participants are free to attend as many workshops as they wish. At Mr. Zavattero’s request, the consultants will distribute a list of the ITS documentation reviewed to date to ensure important documents are not overlooked.

3. Urban Partnership Agreement Application

Tom Murtha gave an overview of the Urban Partnership Agreement (UPA) application that is being submitted for the region. The UPA is part of the federal government’s process for mitigating congestion and is a combination of strategies under the umbrella of the "Four Ts" – tolling, transit, telecommuting and technology – a combined approach to reducing traffic congestion. Congestion pricing is the key element, with the other strategies playing a supporting role. In support of congestion pricing, Mr. Murtha stated that studies have shown that reducing traffic volumes by 8-10 % has greatly improved facility throughput. The funds

generated from tolling will be used for various alternatives including transit and operations improvements such as signal timing. The goal of the UPA is to demonstrate success of this approach in reducing congestion in the short term.

There is potentially \$1 billion in funding available nationwide. It is funded under a continuing resolution and discretionary programs are being targeted. The 10 most promising proposals will be selected from the applications by the USDOT, which will work with the areas to further refine their proposals. Five finalists will be selected for funding, which can be used for both capital and operating costs.

Mr. Murtha stated he had worked with CMAP's partners to develop an application that includes 43 miles of corridors, 586 intersections and over 300 miles of monitored arterials. Governor Blagojevich does not support congestion pricing on facilities that are currently non-toll but discussions will continue. The complete UPA will contain a list of projects that will be combined together. The project list is fairly complete, but additional projects will still be considered if they are submitted soon and fit in with the rest of the proposal. Mr. Zavatiero emphasized that it is important to submit the project on time and with a unified voice so that this chance for significant funding won't be missed. The proposals are due April 30, 2007 and the full UPA is nearly completed. Grant applications are being completed with the help of IDOT staff.

Congestion pricing will be proposed on the Northwest Tollway and it was noted that ISTHA has already received \$775,000 to study value pricing. A Southwest corridor on I-55 will include proposals to run buses on the shoulders and later having an inside shoulder toll lane for trucks. Extending surveillance and the communications infrastructure will be key components. The City of Chicago is proposing converting some on-street parking spaces for freight use to improve arterial traffic flow and offering transit improvements.

Mr. Zavatiero noted that projects from the UPA will affect the regional Architecture. For instance, the City of Chicago is looking at variable pricing for parking to shift trips to periods with lower traffic volumes, and variable pricing for loading zones in order to keep traffic lanes free during congested periods. Signal and arterial control improvements will also be part of the mix including signal interconnects, signal timing optimization and smart corridors. Arterial traffic monitoring and bicycle and pedestrian improvements are also part of Chicago's proposal.

Mr. Tomzik noted that lane-keeping technology will be used in the Southwest corridor, as well as cameras for monitoring. Parking management at park-and-ride facilities, next bus arrival information, ramp metering and enhanced transit service on arterials are all components included in the proposal. David Simmons stated that the CTA is looking to go system wide with its Bus and Train Tracker real-time information. Tony Khawaja asked if CTA tracks are running at capacity or if more trains could be utilized without adding track. Mr. Simmons stated there are some choke points in the slow zones but that throughput will increase if these zones are brought up to design speed.

4. Update on County ITS Efforts

Kane County -Tom Szabo stated that the Steering Committee for the Kane County ITS/TMC Feasibility Study met on March 29th for a needs assessment wrap up and a

discussion of a Concept of Operations. A workshop is scheduled for April 27th to formulate a list of potential projects. The project is 2/3 completed and the contract should be finished in June.

Lake County – Tony Khawaja reported that phase one of the Lake County Passage integration is almost complete. The GCM connection is almost completed and I-94 in Lake County can get incidents to the TMC directly. The county is looking at switching from MPEG2 video (6 MB) to MPEG4 (2 MB) in order to conserve bandwidth on TMC video transmissions. The county is on the last step of integrating the Eagle and Econolite brand signal controllers into a unified system.

In other news, LCDOT has a website with construction information and locations depicted on a map (www.lakecountypassage.com). Soon this map will show congestion measures for the expressways and major arterials. LCDOT is currently working on traffic signal response plans to re-coordinate traffic signals in the event of an incident and reroute traffic around blocked intersections. Automating this task will improve traffic flow faster than adjusting each signal individually.

Phase two of this project will provide video snapshots for the website, add another HAR tower and bring additional CAD systems on-line to obtain information from more police agencies. The CAD information will be placed on-line for limited use. At this point about one-half of the available CAD images in the county are available.

Mr. Zavattero stressed the importance of sharing lessons learned among the agencies in the region and pointed to Lake County's integration of the traffic signal controllers as an example. He asked CMAP staff to prepare a series of short documents describing similar lessons learned that will be available to CMAP's partner agencies.

DuPage County – Matt Letourneau reported that the last steering committee meeting for the DuPage TCI project was held in February. The project is advancing and the next task is to complete the Implementation Plan. Information on the TCI project can be found in the TCI Newsletter (http://www.dupageco.org/emplibrary/TCINewsletter_Feb2007.pdf) and the Implementation Document will be posted at http://www.dupageco.org/dot/generic.cfm?doc_id=2684 when it is completed.

5. **Other Business**

Ken Glassman asked how the ATTF might be involved in planning for the potential Chicago 2016 Summer Olympics. At this point there has not been any input into the process but Dean Mentjes suggested Martin Knopp from the FHWA Midwest Resource Center could serve as a resource. Mr. Knopp chaired the ITS Subcommittee for the Salt Lake 2002 Olympic Transportation Working Group.

7. Upcoming Meetings and Conferences

<u>Meeting Title</u>	<u>Location</u>	<u>Dates</u>
Northeastern Illinois ITS Architecture Update Stakeholders meetings	CMAP	May 8-10, 2007
MCPTR	IIT	June 1, 2007
GCM meetings	Consult calendar at www.gcmcommunicator.com	
ITS Midwest meetings	Consult calendar at www.itsmidwest.org	

8. Next meeting

The next ATTF meeting is scheduled for Wednesday, June 13, 2007 at 10:00AM.